The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS
大陸報

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RUSSIA TO FIGHT TO END, IS PLEDGE GIVEN TO THE U.S.

Bakhemetieff In Statement To Americans Says Nation Will Spurn Peace

AUTOCRACY'S FOE

People Understand Victory Essential To Secure Revolution's Fruits

(Reuter's Agency War Service)

Washington, June 21.—M. Bakhemetieff, the head of the Russian Commission, in a statement to the American people has avowed Russia's consecration to the war with German autocracy to the end. Only through victory could a stable world peace and the fruits of the Russian Revolution be secured, he says. "The Russian people thoroughly understand this and are fully convinced that it is absolutely necessary to root out the autocratic principles which underlie German militarism, that threatens the peace, freedom and happiness of the world, he says.

Petrograd, June 21.—The railway men employed on the Petrograd-Moscow Railway struck work without awaiting the award of the Commission which is considering their economic grievances. The Government appealed to the people to remain calm in view of a possible expansion of the strike.

The strike has now ended, the Government having granted the men an increase in wages.

At the opening of the Pan-Russian Congress of Cossacks, the President appealed to them to fight the enemy without and the enemy within. The Military Delegates demanded stronger measures against the Leninists, whom they denounced as traitors. They also demanded the formation of a special Cossack Army ready to die on the field of honor.

WHOLE MOUNTAIN-TOPS BLOWN UP BY ITALIANS

Many Austrians Buried; 145 Aeroplanes Rain Torpedoes On Foe; Big New Battle

(Reuter's Agency War Service)

Udine, June 22.—The Italians are dislodging the enemy from their most formidable strongholds, by mines, by means of which they blow up whole mountain-tops. For example, the most important peak dominating Falvarego Pass has recently disappeared, burying a large number of the enemy.

London, June 21.—A feature of the Italian success on Asiago Plateau was the employment of 145 aeroplanes which threw five and a half tons of air torpedoes on the enemy's communications.

Amsterdam, June 21.—The Cologne Gazette says that the new battle on the Plateau of Sette Communi, extending from Val Sugana to Asiago, has assumed extraordinary dimensions, all the mountains of the Tyrol echoing the whole night long the drum-fire of the Italians.

Rome, June 21.—An official communique reports:

We exploded a powerful mine under a spur of Piccolo Lagazuoi, in the Ampozano sector, destroying the garrison.

Our Alpini carried the summit of Hill 2,668, on Piccolo Lagazuoi, and established themselves there.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Hakuai M. June 25
Per N.Y.K. s.s. Kumano M. June 28
Per N.Y.K. s.s. Y'shiro M. June 30
Per N.Y.K. s.s. Omi Maru July 3

For U.S., Canada, and Europe:—
Per T.K.K. s.s. Shinyo M. June 25
Per N.Y.K. s.s. S'dzuoka M. June 26
Per C.M. s.s. China .....June 26

For Europe:—
Per N.Y.K. s.s. Kashima M. June 29
Per N.Y.K. s.s. Mishima M. July 6

The American mail is due here tomorrow per O.S.K. s.s. Hawaii Maru.

Germans Lose Nearly All Ground Dearly Bought In Smash At French Positions

Isolated Parties Still Hold Moisy Farm Salient; British Extend Line To Extreme North In Belgium

(Reuter's Agency War Service)

Paris, June 22.—The official communique issued yesterday evening reported:

Fighting continued to our advantage east of Vauxaillon. Our counter-attack on the trench in the sector of Moisy Farm gave important results. Up to the present we have re-captured all our positions with the exception of a salient 400 meters to the north-east, where parties of the enemy are still holding out. The artillery duels have been very lively in this region.

Our lines were subjected to a fairly lively bombardment between Hurtebise and Craonne.

In the Champagne our advance-north-east of Mont Cornillet was particularly brilliantly accomplished. The enemy attempted to re-capture the positions we wrested from them on the 18th but were repulsed by our bombers, who then took the offensive, pursued the enemy into the trench from which they had emerged and captured it. We thus advanced three hundred meters deep on a front of 600 meters. A hundred enemy bodies were left on the ground.

Defeat German Attacks

The communique this afternoon reported: The artillery struggle continued east of Vauxaillon and extended during the night-time to the region south of Filain and north of Braye-en-Laonnois, where it was very violent. Yesterday evening, the Germans attacked the crest of Teton, in the Champagne and eastward on a front of 400 meters. They penetrated our advanced elements, but were driven out after lively fighting and we entirely re-established our line.

A despatch from the French Eastern Army reports that the British air-service bombed the enemy camps and depots between Lake Doiran and the Vardar and on the Struma, causing great damage.

British Extend Line

London, June 22. Field-Marshal Sir Douglas Haig reported yesterday evening: Our fire repulsed raiders southward of the Bapaume-Cambrai road, east of Laventie and also in the neighborhood of Lombartzyde, where another party of the enemy entered our front-line but was immediately driven out. A few of our men are missing.

The enemy's artillery was active astride the Scarpe.

Sir Douglas Haig reported today: We carried out successful raids south-eastward of Queant and in the neighborhood of Neuve Chapelle and Armentieres.

Much interest is taken in the extension northward of the British line in Belgium indicated in Sir Douglas Haig's despatch last night. French and Belgian troops previously held the line north of Ypres, but the report of German raids against the British posts at Lombartzyde and the sea-coast reveals officially that the British now hold the extreme northern point of the line.

Fighting Is Renewed On the Russian Front

Berlin Communique Makes Significant Admission Of Battle In Extended Zone

(Reuter's Agency War Service)

London, June 22.—The German official communique issued today speaks of lively fighting in the regions of Smorgon, west of Luck, along the Zloczov to Tarnopol railway and along the Narajovka.

Petrograd, June 21.—German aeroplanes on the north front have dropped messages thanking the Russians for their fraternisation, which has enabled the Germans to transfer their troops to the west front, to support the Anglo-French attack. The messages conclude: "Now we have had enough of it. We are going to fight and will fire on any fraternisers."

New Canadian Chief Is Praised By Press

Gen. Sir Arthur Currie Will Prove Best Man For Post, Papers Say

(Reuter's Agency War Service)

London, June 22.—The newspapers pay a tribute to General Sir Arthur Currie, the new Commander of the Canadians in France, who was an estate broker in Vancouver before the war. They declared that those who were acquainted with Sir Arthur Currie are confident that he, like General Smuts with the South Africans, will prove the right man for the post. They dwell on the significance of the appointment of an ex-civilian to a high command in the British Army.

Ottawa, June 21.—Sir Robert Borden, on behalf of the Government, has cabled congratulations to General Sir Arthur Currie, the new Commander of the Canadian Corps in France. The message concludes: "We bid you Godspeed in the great work which lies before you and send our firm assurance that Canada will not fail to give you and the officers and men under your command any needed aid to support and maintain your efforts and ensure their success."

German Crops Are Hit Hard by Long Drought

Hay Ruined And Grain In Bad Shape In Eastern Parts

(Reuter's Agency War Service)

Amsterdam, June 22.—Except for occasional violent hailstorms there has been no rain in East Germany for eight weeks. The hay is ruined and the position of the grain-crops is very serious.

The drought is so bad in Bavaria that the Ministry of Agriculture has ordered streams to be dammed, in order to inundate the fields. Hail and thunderstorms have devastated the whole area between Brieg and Ohlau, in Bavaria.

Silver At Record Price Since 1892

Montagu's Report 39⅝d.; India Buys Over Half Of The World's Production

(Reuter's Agency War Service)

London, June 21.—Samuel Montagu's weekly silver report remarks that today's price of 39⅝d. is a record since 1892. It draws attention to the statistics of Indian imports and exports of silver during the last three financial years, showing that a net import of over sixty million ounces on private account in 1914-15 has turned into a net export of over eleven million ounces and also that the Raj imported, mainly in the latter portion of 1916-17, over 104 million ounces, which is probably well over half the world's production.

Club Reading Circle Meets On Tuesday

The summer reading circle of the American Woman's Club will meet Tuesday morning at 9 o'clock in the apartment of Mrs. J. D. Gaines in the Astor House. A review of "Huckleberry Finn," Mark Twain's classic, will be given by Mrs. Benjamin. At the meeting last Tuesday in Mrs. Hallam's apartment Mrs. Bryant read a paper on the life of Mark Twain and Mrs. Hallam reviewed "Tom Sawyer."

Notice! No Pink Sheet Today!

Owing to a shortage of Pink paper, we are compelled to publish the sports results in this section. You will find this news on Pages 17 and 18. The popular "Pink 'Un" will be back with us next Sunday.

MARTINIC THROWS UP ATTEMPT AT FORMING COALITION IN AUSTRIA

Offered To Include Pole, Czech, Ruthenian And Slav, But Found It Impossible

ANTI-GERMAN OUTBREAKS

Large Majority Is Opposed To War And The Policy Of The Kaiser

(Reuter's Agency War Service)

Amsterdam, June 21.—A message from Vienna states that Dr. Martinic is trying to form a Coalition Government by creating four extra ministries, which will be offered to a Pole, a Czech, a Ruthenian and a Slav.

Amsterdam, June 22.—Dr. Clam-Martinic, in view of the impossibility of forming a Cabinet, has asked the Emperor Karl to entrust the task to someone else.

London, June 21.—Increasing interest is taken in the political crisis in Austria owing to the fact that it reveals that a large majority in Austria are almost certainly opposed to the war and to the policy of Germany. Moreover, it proves the growing isolation of Germanism in Europe.

NEW GREEK KING NOW MORE CONCILIATORY

Expresses Desire To Co-operate With Powers For Restoration Of Order

(Reuter's Agency War Service)

London, June 21.—In view of the surprise and indignation aroused by the first Proclamation issued by the new King of Greece, in which he expressed his determination to carry out his father's "sacred mandate," it is noteworthy that King Alexander has now sent a letter to the Greek Premier, M. Zaimis, declaring himself to be a faithful guardian of the Constitution and expressing his willingness to sincerely co-operate with the Powers to maintain tranquility and bring about the reconciliation of the different elements of the Greek nation.

M. Venizelos announces that he favors the continuance of a monarchy, the prerogatives of which should be defined by the Constituent Assembly which is to be summoned later. Meanwhile a Coalition Government will be formed.

Athens, June 21.—The Cabinet has decided to appoint a joint Commission of members of the Royalist Government in Athens and the Venizelist Government at Salonica to negotiate with a view to the unification of Royalist and Venizelist Greece.

Six political exiles, including the ex-Premier, M. Gounaris, the former Minister of War, General Dousmanis, Colonel Metaxas and the late Minister at Petrograd, have embarked. Their residence will be confined to anywhere in France excepting Paris.

M. Venizelos has arrived at the Piraeus. He is not visiting Athens.

Lugano, June 22.—Constantine has gone to Thusis, in the canton of Grisons.

HAVRE COTTON MARKET CLOSED; TRIED CORNER

Big Slump In New York Follows British Action; Loss Mainly Recovered

(Reuter's Agency War Service)

Paris, June 22.—The Havre cotton market has been closed, a corner having apparently been attempted. The Government is inquiring into the matter. Cotton was short and there had been wild buying.

New York, June 20.—Cotton broke seventy points on the announcement of the closing of the Liverpool Exchange and there was a further slump to 173 on outside liquidation and Liverpool selling, but a good part of the loss was recovered.

FINNS WANT REPUBLIC

Independent Government Is Demand Of Social Democrats

(Reuter's Agency War Service)

Helsingfors, June 22.—The Finnish Social-Democratic Congress has passed a resolution in favor of an independent Finnish Republic.

Russian Soldier-Revolutionist Speaks From Tsar's Balcony

Russian revolutionary soldier addressing a crowd from the balcony of the Imperial Palace at Tsarskoe-Selo, where the Tsar and his family were imprisoned.

GERMANS IN HONGKONG DISCUSSED IN COMMONS

Question Of Barring Them From Colony After War Left Unanswered

(Reuter's Agency War Service)

London, June 21.—In the House of Commons today Mr. G. Stewart asked whether the proposal of the Hongkong Chamber of Commerce that Germans should be excluded from the Colony for some time after the war was rejected by the Legislative Council, all the officials on the Council voting against it; whether the vote represented the view of the Imperial Government and whether Germans after the war would be free to re-enter Crown Colonies, especially where there is a large native population, in view of a repetition of hostile German intrigue.

Mr. Walter Long, Secretary of State for the Colonies, replied that he had seen a report, from which it appeared that the Chinese members and official members of the Hongkong Legislative Council had voted against the proposal made by the Hongkong Chamber of Commerce. The remainder of Mr. Stewart's question raised matters of future policy on which it would be premature to express an opinion.

American Association Wants More Members

Circular Letter Sent By Officers Inviting All Residents To Join

An appeal to all Americans in China to join the American Association of China has been issued by the Shanghai branch. It is particularly desired to swell the membership now, in view of the recent beginning of the magazine "Asia."

Membership in the association includes a subscription to the magazine, which is now the most ambitious American publication dealing with the Far East.

A circular letter to all Americans was sent out a short time ago by Dr. W. T. Findley, secretary, and Mr. F. R. Sites, treasurer.

Danish Cabinet Crisis Result Of Socialists' Meeting at Stockholm

(Reuter's Agency War Service)

Copenhagen, June 22.—The Socialist conference at Stockholm has caused a crisis in the Danish Cabinet, the Conservative Minister, Mr. C. M. Rottboell, having resigned at the request of his party, which objected to the activity of the Socialist Minister, Mr. T. A. M. Stauning, in connection with the Stockholm conference.

MRS. ISENMAN TO PLAY WITH FRAWLEY CO.

Popular Amateur To Take Only Female Part In 'The Climax'

From expressions heard about the forthcoming presentation of "The Climax" by the Frawley company, assisted by Mrs. Isenman, this performance will contain more of interest to people locally than any play in the company's repertory. This is due to the combination of several elements that create interest—a wonderful play of art and sentiment, one of Shanghai's most talented amateur actresses in the leading role, and an opportunity to benefit charity.

Mrs. Isenman assumes the part of a young American girl from the middle west, who is studying voice culture in New York. Her money has run low, and rather than depend further on her relatives, who are poor, she keeps house for an old Italian musician and his son in a shabby tenement; and in turn they give her instruction in music. All the scenes are laid in the one living-room, with its artistic milieu.

The son, being temperamental and a budding composer, is in love with the girl; and the old man smiles indulgently on the romance that is developing under his eyes. But the girl has not altogether severed her home ties. There is a young physician from the home town with whom she corresponds, and who wants her to abandon her career and marry him. He comes to New York to persuade her, and what occurs makes the drama. She struggles and vacillates between alternatives, with her decision in suspense until a moment before the final curtain. Few plays in recent years have such heart interest as "The Climax."

It is announced that Mr. Frawley has cast Mr. Reyolds Denniston as Luigi, the old musician. Mr. Homer Barton will act the young doctor, and Mr. John Halliday will be Pietro, the young composer. Only four characters appear. But the chief interest will of course rest in Mrs. Isenman's performance, and there is general appreciation of her generosity in undertaking the part. It is a character that has almost limitless opportunity for vocal and dramatic expression.

Three performances of "The Climax" will be given—July 3, 4 and 5. On July 5 the entire gross proceeds without any deduction whatever, will be given to the Allied Red Cross Funds.

Last night, the Frawley Co. gave its second performance of Broadhurst's famous problem comedy, "Bought and Paid For." The house was crowded and the audience most enthusiastic. It is the best thing the company has done here. The same play tomorrow night. On Tuesday the offering will be "The Wolf" by Eugene Walter.

KWANG PROVINCES IN OPEN DEFIANCE OF TUCHUNS' ORDER

Demand Cancellation And Refuse To Recognise New Cabinet

IGNORE MINISTRY

Henceforth Will Communicate Direct With President Li Yuan-hung

CHANG IS ARBITER

Li Ching-hsi Consults Him Regarding Choice Of Office-Holders

Reuter's Pacific Service to The China Press

Peking, June 23.—Kwangtung and Kwangsi have telegraphed to the Government, demanding the cancellation of the mandate dissolving Parliament. They state that they will refuse to recognise the new Cabinet, which they consider has been formed by illegal means and, henceforth, the authorities of the two provinces will communicate direct with President Li Yuan-hung.

It is stated that General Tang Chi-yao, the Tuchun of Yunnan, has telegraphed through Vice-President Feng Kuo-chang, threatening to declare independence unless the mandate is cancelled.

Mr. Li Ching-hsi will assume office on Monday. Yesterday, a conference was called at the President's Office, at which acting Premier General Chiang Chao-chung, General Wang Shih-chen, General Chiang Kwei-ti and Li Ching-hsi were present. Li Ching-hsi was strongly urged to assume the Premiership immediately, in view of the chaotic condition of affairs.

Consult Chang Hsun

Before consenting, Li Ching-hsi called on General Chang Hsun and consulted him on the subject. The President subsequently entertained General Chang Hsun to a dinner, during which the matter was again discussed and also the selection of the personnel of the Cabinet.

Li Ching-hsi then despatched a lengthy telegram to the provinces, announcing his decision and explaining the circumstances which compel him to assume office. At the same time, he added that, in a few months, he will resign and recommend an able statesman to succeed him. Meanwhile, he appealed to the provincial authorities for support.

The personnel of the Cabinet has not yet been settled, although the following names are mentioned: General Wang Shih-chen as Minister of War; Admiral Sah Chen-ping as Minister of the Navy and also Wang Tah-hsieh, Wang I-tang, Chao Wei-hsi, Yang Shih-chi, Li Sheng-to, Chuang Yun-kuan, Wang Chung-hui, Tsang Shih-chao and Chien Nun-hsun.

Many Refuse Office

It is expected that much difficulty will be experienced in forming this Cabinet, which the majority of politicians are unwilling to enter, as it is certain to be short-lived. It is stated that Wang Tah-hsieh, Yang Shih-chi, Chien Nun-hsun and Wang I-tang have already declined to join it and also that it will not include members of the Chinputang and Chiaotung cliques.

Tang Hua-lung and Hsiung Hsi-ling, prominent members of the Chinputang, were mentioned for posts, but both have refused them. Li Ching-hsi will probably take the Finance portfolio, in addition to the Premiership.

General Chang Hsun's wife arrived in Peking, yesterday, from Tientsin. She will return to Hsuchowfu in a few days.

Pi Kwei-fang, the late Tuchun of Heilungkiang, has arrived in Peking, having apparently resigned his post in favor of General Hsu Lan-chow.

Shensi Is In Doubt

Special Correspondence of The China Press

Hoyang, Shensi, June 13.—For some days past, soldiers have been moving from the north towards Lianfu, with-

out really knowing the object of their trip. Even the city magistrates don't as yet know for certain what is going on, so instead of giving information, they rather seek it. One thing seems to be evident anyhow, namely, that Shensi is about to or has declared its independence, and that Tuchun Chen for fear of being opposed by some of his military leaders is calling his most reliable officers and friends (mostly former robber chiefs) to Lian to be in readiness in case of opposition.

Though according to papers from Shanghai he seems to have made such a declaration weeks ago, in his own province however, the 12th of this month—which was yesterday—was filed for such a declaration. No sign of this, however, was to be seen in this city apart from the mentioned movements of troops.

The late date filed for the declaration no doubt was chosen in order to get time to gather his military supporters round him.

The Civil Governor, who opposed the scheme, is reported to have fled out of the province. He has disappeared anyhow.

Some of Chen's stout supporters, when he made himself Tuchun of the Province, whose ambitions he has never been able to satisty, are about to turn against him now not on account of convictions, but because they will simply not let this chance of improving their own condition pass untried. Thus the people of this lawless province, who for two years have been hunted by robbers, lately in the capacity of soldiers, now begin to be filled with fright again.

First Squadron Of Navy Also Breaks From Peking

The First Squadron of the Chinese Navy stationed at Woosung is expected today to declare its independence from the orders of the Peking Government under the leadership of Admiral Ling Pao-yi, commander-in-chief of the fleet and in charge of the Admiralty during the absence of Admiral Sah Chen-ping.

According to naval authorities interested in the move the demands included in the formal declaration will be the restoration of the original Parliament, the maintenance of the Nanking Provisional Constitution and the refusal of amnesty for the monarchical advocates as proposed by the military governors.

Inspector-General Lu Yung-ting is organising a war council in Canton, according to a telegram received by Tsung Hua Sin Pao yesterday. He has invited former Premier Tong Shao-yi of Shanghai and General Tsen Chun-hsuan at Hankow to come to Canton and assist in the establishment.

The second battalion of artillery of the Tenth Division has been transferred by the local Defence Commissioner, General Lu Yung-hsian, from its Woosung station to his own yamen at Lunghwa. The battalion consists of three companies, each carrying two field guns and four 12-inch-guns, under the command of Yih Pei-yu. They are now occupying quarters at the new barracks near Pont St. Catherine.

At Woosung, General Lu has instructed officers guarding the forts not to be begin hostilities against the Navy unless ordered to do so. The men-of-war which have formally declared themselves to be independent from orders from Peking include the Hai Chi, Hai Chu, Yin Jui and Shiao Ho.

Six hundred thousand taels were given to the Navy by the Kuomintang members at Shanghai to influence it to join the south and western provinces, according to reports sent by Shanghai secret service men to the office of the President and the Cabinet. The report adds that the entire fleet stationed at Shanghai waters was to sail for the South on the Dragon Boat Festival.

President Li has instructed General Feng Kuo-chang to inquire as to the real cause of Admiral Sah Chen-ping's leave of absence and his subsequent resignation.

Vice-President Feng Kuo-chang has telegraphed the Military Governors of Kiangsi and Fukien to be very careful in their conduct and attitude towards the general movement of the south and west provinces.

Premier Li Ching-hsi will formally assume his office tomorrow, according to his wire to Inspector-General Lu Yung-ting Friday. A list of the personnel of his new Cabinet was included in the message. Among others, General Wang Shih-chen will head the General Staff as well as the Ministry of War. Wu Ting-fang is given the Foreign Affairs portfolio and Chien Nun-hsun is made the Minister of Interior.

Li conferred with Generals Wang and Chian Kwa-ti and Acting Premier Chiang Chao-chung on the question of the appointment of Cabinet members Thursday at the President's Office. The President declared that he will not participate in the selection.

Former Premier Tuan Chi-jui, though hitherto silent on the Cabinet question, advocates a Wang Shih-chen cabinet. Wang later sent a special message to Tuan and explained that if he accepted the post, he is afraid the Kuomintang men will be opposed to him, that the union of the provinces will be impossible and that further complications will be met in foreign affairs.

General Tsao Kun, the military governor of Chihli, advocates the formation of a military cabinet under General Wang Shih-chen. He is opposed to Li. General Chang Chin-yao, the division commander in Honan, and his subordinate officers also oppose Li Ching-hsi.

Tuchun Ni Shih-chung arrived at Peking Friday night. It is reported that he will make his personal apology to President Li Yuan-hung for severing relations with the Central Government.

Proposed Blockade Of U-Boat Base

American and British naval experts in conference at Washington have been discussing various means of ending the submarine menace by attacking the source. One proposal considered is the possibility of bottling up the narrow strait between Sweden and Denmark, another is the mining of the entire North Sea, which would shut off entirely trade with Holland, Denmark and Sweden, and the third, the storming of the German naval base at Kiel by a tremendously powerful fleet composed of British, American, French and Italian war vessels. Many naval officers believe Kiel could be taken, but only at frightful cost. On the above map is shown (1) the strait between Sweden and Denmark, (2) North Sea, and (3) the Kiel Canal and the German naval base at Heligoland.

Special Edition Of l'Echo de Chine

Handsome Issue Planned For July 14; Photos Of Men At Front

A special illustrated edition of l'Echo de Chine will be published on July 14. It will consist of over 20 large pages with six color lithograph cover on chromo paper.

A special feature contemplated, in addition to numerous illustrations of different war phases, is the reproduction of photographs of all Shanghai men who have gone to the front, together with descriptive matter regarding entry into service, history of their activities, etc. Shanghai residents who have relatives or friends at the front are asked to send in photographs and information to the manager of l'Echo de Chine, 113 Avenue Edward VII, in order to make this gallery as complete as possible.

Dr. A.H. Smith to Speak At Song Service Today

Dr. Arthur H. Smith, of Peking, will be the speaker at the American Song Service at the Palace Hotel at 5 o'clock this afternoon, instead of Mr. H. A. Walter as first announced. There will be special music and following the meeting, which is the last of the series, the question of continuing the services after the summer season will be discussed.

CROSS-CHANNEL FERRY

Project Being Considered By The British Government

(Reuter's Agency War Service)

London, June 21.—In the House of Commons today Mr. A. Bonar Law stated that the Government was considering the question of a Cross-Channel Railway Ferry.

NOTED BIG GAME HUNTER AND PHOTO MAN IS HERE

Dr. Salisbury Collecting Material For Lectures On China; After Animals Next Time

Dr. Edward E. Salisbury, whose specialty is making "close-ups" of rampant Numidian lions, lassoing pumas and interfering with the plans of grizzly bears which have their teeth all arranged for his camera man, is relaxing just at present.

The well known American lecturer and big game hunter-photographer, now stopping at the Astor House, says that he is only after a little Chinese "character stuff" and canal life this trip, though if there are any revolutionary fireworks he hopes to be on hand with his movie camera.

"And in a year or so I intend to come back to China for some big game pictures," said the big greyhaired sportsman. "Rex Beach, the writer, and Dustin Farnum, the actor, will probably come with me and I shall bring a couple of Texans who can loop a lariat about anything that runs on legs. We shall most likely go into the southern and eastern provinces where, I hope we shall be able to bag some tigers and snow leopards."

Accompanied by Mr. H. H. Horton, expert on colored photography, Dr. Salisbury has just completed an automobile trip through Japan. In their search for lecture material they covered most of the island and drove their machine into all sorts of apparently inaccessible spots, building impromptu bridges or widening the highway as they went along. For 18 months previous to that he and Messrs. Beach and Farnum had been making wild animal pictures in South and Central America, where a number of pumas, jaguars and other menagerie material were roped or shot before the camera. Dr. Salisbury scouts the so called perils of the chase as being largely popular superstition.

"It's only the exceptional instance that has any hair-raising properties," he remarked. "Nearly every animal is a coward and will run from man. There are a few which will show fight if cornered or wounded. Among these few and one of the most dangerous is the water-buffalo which you have about here. As you see him dragging a plow docilely about the fields he looks pretty mild, but in his native state, when maddened, he fights in the same class as a wounded grizzly or Bengal tiger. I hope to see something of him on his native heath later on."

Dr. Salisbury expects to make Shanghai his headquarters until late in July and will then go to Peking and through Manchuria and Korea, where he will make inquiries on the big game situation.

French Marine Losses Show Marked Drop

(Reuter's Agency War Service)

Paris, June 22.—An official communique reports that during the week ending June 17, 1,028 merchantmen arrived and 1,122 sailed from French ports. During the same period no vessels over but five under 1,600 tons were sunk and five were unsuccessfully attacked.

Music For Today

The following program will, weather permitting, be played by the Band in the Public Garden today at 5.30 p.m:—

1. March "The Honeymoon"...Rosey
2. Overture "Elizia and Claudia" Mercadante
3. Waltz "La Barcarolle" Waldteufel
4. Selection "A Runaway Girl" Caryll
5. Song "The Reaper and the Flowers".....Cowen
6. Selection "Spanish Folk Songs" Relle

A. de Kryger,
Conductor-in-charge.

The Weather

Gloomy weather, with mist or fog and threats of drizzles. The maximum temperature recorded yesterday was 80.0 and the minimum 65.0, the figures for the corresponding day last year being respectively 92.8 and 74.4.

Fire Bells Are Ringing!

— and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

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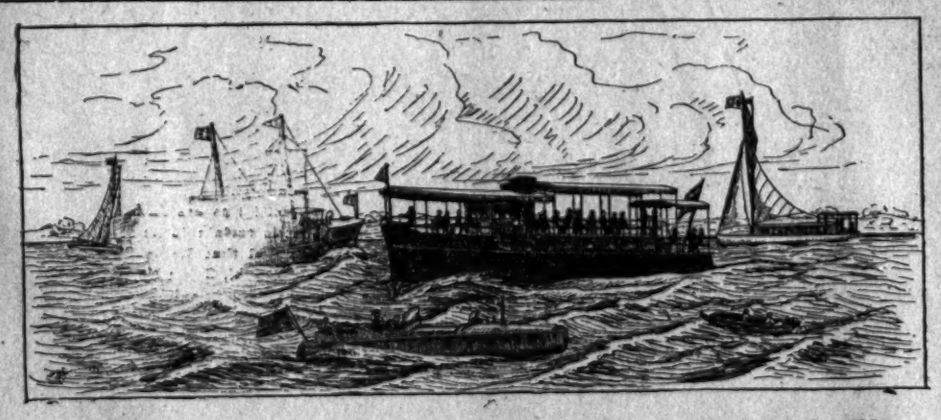

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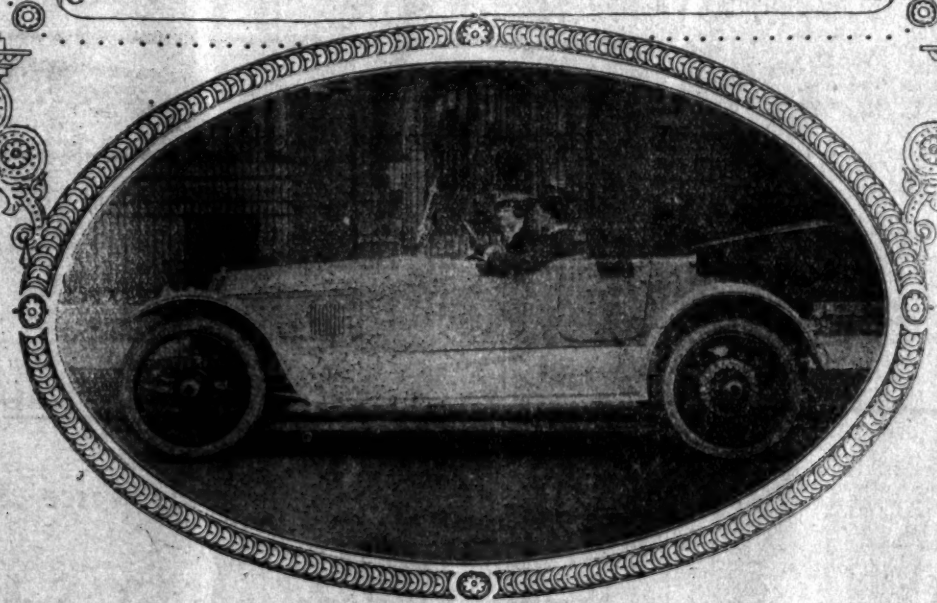

BATOCKI SAYS GERMANY CAN LAST TILL HARVEST

Counts Upon 'Gratifying Contributions' From Rumania—Coal Shortage

Amsterdam, May 11, (via London.)—Adolph von Batocki, President of the Food Regulation Board in Germany speaking on the food situation before the Reichstag today, said that a gratifying contribution from Rumania could be reckoned upon. He added that agriculture in Turkey had suffered from seven years of war, that Bulgaria had been at war longer than Germany, and that the harvest was also unfavorable in Hungary. He continued:

"Close co-operation with our allies will, however, contribute to help them over all economic difficulties next year, although under the pressure of our enemies there has been a decrease in imports from neutral countries. America intends to intensity this situation further, but we must put up with this.

"That we shall manage until the next harvest is absolutely certain. Our reserves of those things for which we mostly depend on imports will last for a long time. The people suffered seriously in February and March, but stood the test as perhaps no other people would. The enemy's press announced our collapse in order to strengthen their offensive and keep up the spirits of the British and Russians, but I am sure that our collapse will not occur, and that we shall overcome the dangers prepared for us."

CAN'T STOP WHEAT'S RISE

Increases Are Bound To Come—Favor Government Control

New York, May 12.—The prediction by Herbert C. Hoover, who may be National Food Controller, in an interview published yesterday that unless there should be strict Government regulation the price of flour would rise to $20 a barrel, caused keen interest among millers and grain merchants in the city. It was emphasised that wheat would continue to advance in price as the demands of the Allies grew.

"There is no way to prevent a rise in wheat," said a flour manufacturer. "A great part of the wheat shipped from this country, Canada, and Australia to England has been sunk by submarines. That naturally means a heavy drain upon all the wheat-growing countries, which is not easily met. Unless some way is found to make sure that what we ship out of our country to sustain the Allies is safely delivered, we shall find that no matter what our product may be, the country and the world will face a serious shortage.

"Food control will do much to aid in keeping the people of this country from wasting what we have in store and what the future will produce. If the people will be careful not to waste, they will not face want twelve months hence.

"The millers would be glad to see proper regulation of prices for wheat and flour. They realise that it must come if there is to be a balance between adequate supply and waste."

Bakers in the city thought there would be a rise in the price of bread during the Summer unless official control of the supply of flour were put into effect. A suggestion that this country might have to adopt the so-called "standard bread" now being baked in England—bread made from whole wheat—was met by the statement that this would be unnecessary if the people were careful of the supply.

PUT HORSES ON RATIONS

Britain Limits The Use Of Grain For Food

London, May 11.—All horses in the United Kingdom are to be placed on rations after May 21. With the exception of horses used for war and agricultural work, of stallions in the stud and thoroughbred brood mares and foals, which are to have a limited amount of grain, horses after May 21 must be fed only on hay, straw, bran and dried brewers' grains.

LONDON MEN FIGHT WELL

Many Commanding Officers Lost, But Younger Ones Take Lead

By Philip Gibbs

War correspondents' headquarters, May 11.—From Kensington Gardens to the fields round Arras is a far journey and a bad one, and it gave me a queer kind of thrill yesterday as a man who used to walk every day through the old court suburb to hear how the Kensingtons have been fighting in this kingdom of hell fire. The Kensingtons did well, says their General, and not only the Kensingtons, but a lot of the London men belonging to the City of London regiment and other battalions recruited from little houses in the London suburbs.

They are not built for war; they have no use for it. They fight on their nerves, and their imagination makes them more sensible to the foul and frightful things of war than other men of more stolid framework. In their rest billets they behave like college men. There is never any crime among them, as crime is defined in the military textbooks. Some of them are poets in their spare time and artists, and if there is any piano in the French billet there is always a London lad who can make it merry or sad.

Now they have been "in" again into the old fires and fury, and once again they have shown a great and glorious spirit. On April 9 the Londoners' attack at dawn was one of the splendid episodes of the battle. They went through the German lines in long waves, and streamed forward like a living tide, very quick and very far, taking a thousand prisoners on their war.

Later in the day they are held up in their right flank by an enfilade fire as the troops on their right were in difficulties against uncut wire and machine guns, and from that time onward the London men had some perilous hours and hard, costly fighting. It was in those hours on April 9 and 10 that many young London men showed the highest qualities of spirit.

It was a battle of Second Lieutenants. The London men went on for nine days, which was like ninety years, on such a battlefield. All through these nine days, and afterward in the second spell, which was worse, the London men lived under a great fire, those that had the luck to live, and though their nerves were all frayed with the strain of it and they suffered great agonies, they never lost courage and kept their pride—London pride.

Church Services

Holy Trinity Cathedral.—Third Sunday after Trinity, June 24—8 a.m. Short Mattins and Holy Communion. Hymn 224. Preacher: The Dean (and at Bubbling Well. Chapel). 11 a.m. Morning Prayer. Stanford in B flat. Anthem, "The Wilderness," Goss Hymns 414, 437. 6.30 p.m. Evening Prayer. Anthem, "Jesus, Joy of man's desiring," Bach. Hymns 448, 31. Preacher: The Dean.

St. Andrew's Church.—Third Sunday after Trinity, June 24—10.30 a.m. Matins. 6 p.m. Evensong and Sermon.

Union Church.—Sunday, June 24. 11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: Herod's banquet; Chant 61; Anthem What are these? (Stainer); Hymns 519, 94, 274. 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: What to do with doctrine; Chant 30; Anthem O Lord, my God (Wesley); Hymns 360, 285, 421.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday next the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. E. C. Lobenstine. Evening 6 p.m. by Mr. C. Bromby.

Christian Science Society of Shanghai, Masonic Hall, The Bund, Sunday service, 11 a.m. Subject:—"Is the Universe, including man, evolved by Atomic force?" Wednesday evening 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher:—The Rev. W. P. Roberts, B.D.

MUNITION WORKERS TO WAR

Some To Be Released From British Plants To Meet Pressing Need

London, May 3, (Correspondence of The Associated Press.)—In order to meet the pressing need of the army for 500,000 men between now and July, recently announced by General Sir William Robertson, a large number of munition workers are to be set free for general military service. The process of release began May 1, and it is intended that the men released shall be called up as far as possible in age groups, beginning with the younger men. All men whose service is found indispensable for the output of munitions will be protected. Similarly all essential men engaged on shipbuilding, ship repair, and marine engineering will, for the present, be protected from recruiting.

The War Cabinet has approved a new plan, submitted by the Director General of National Service, for obtaining from less essential industries a sufficient number of substitutes for men who must be released for military purposes from essential industries. Committees of employers and employes in the trades affected are being formed to arrange what men shall be released from their trades and to transfer them to the essential trades.

The main feature of the plan is that it places upon those concerned in the trade itself the responsibility of finding the men required with the least possible injury to the trade or hardship to the men.

40 AMBULANCES TO FRANCE

New York, May 12.—Forty ambulances and their equipment, making two complete units, will be on their way to France within the next two weeks as a result of the formation of the millinery trade branch of the American Ambulance Corps at a meeting held yesterday at the Yale Club, under the auspices of the Eastern Millinery Association. The undertaking will involve the collection of $64,000, and twenty-one sub-committees have been arranged for to canvass the various branches of the trade all over the country for contributions.

One ambulance and equipment has been pledged by the recently organised Retail Millinery Association of America, through its President, Harry S. Bernhard of this city, and assurances of liberal aid in the movement have been received from several other trade organisations. Contributions of $1,700 were made at yesterday's meeting which was addressed by Emery Pottel of the American Ambulance Field Service. J. A. Stein, President of the Eastern Millinery Association, is Chairman of the Executive Committee in charge of the movement, and Jules C. Kurzman of this city is among the committee members. Alfred L. Simon, 725 Broadway, is Treasurer. The ambulances to be sent will carry plates bearing the name of the branch of the corps that donated them.

A GIANT'S APPETITE

17 Bread Rations Consumed At One Meal

From The Daily Mail: A giant who has been travelling on show and has become ill for the first time at the age of 25 has been admitted to the National Hospital for the Paralysed and Epileptic, Queen's-square, Bloomsbury. His height is 8ft. 2in. To accommodate him in one of the wards two beds had to be placed together in the form of a T.

When tea brought up the first night he was in hospital there were 17 pieces of bread and butter for all those in the ward. The tray was put down near the giant's big bed. He ate all the bread and butter before anyone had realised the size of his appetite.

Then he asked the sister. "Is there going to be any cake?"

VIEW OF HOLLWEG'S SPEECH

Zurich, May 17.—The Frankfort Gazette says: "The Chancellor's task of defending the Government's policy becomes each time more difficult. This policy is now only strengthened through the strongly emphasised agreement existing betwen the views of the Government and Hindenburg, and further through the Chancellor's assurance that complete harmony prevails between Germany and her allies.

"The purpose of his present declaration is manifestly aimed less at furthering diplomatic conversations with the enemy than at producing internal unity, which is now as necessary as victory at the front."

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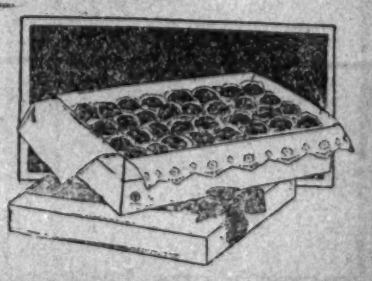

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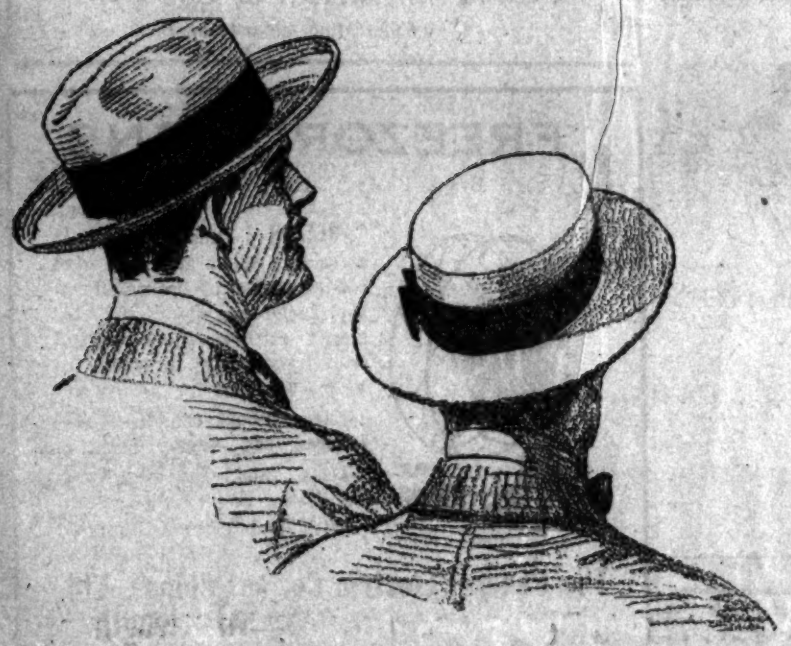

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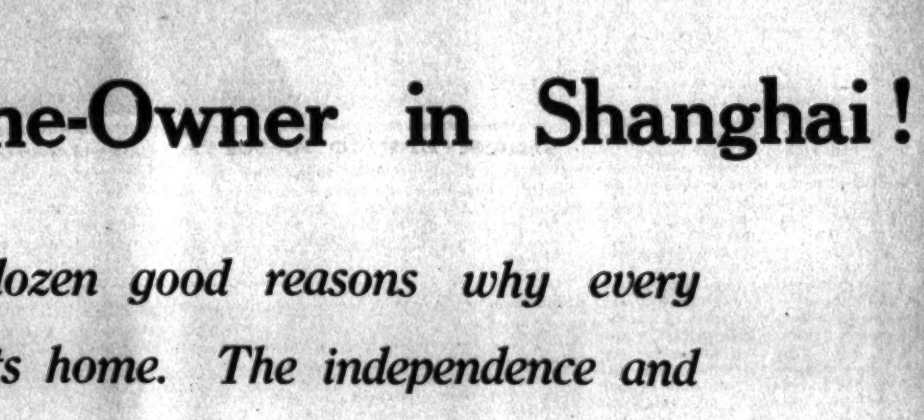

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FREEDOM OF RUSSIA MUST NOW BE SAVED, DECLARES G. B. SHAW

Famous Writer Confesses That Great Britain's Partnership With Tsar Was Long A Disgrace

Nothing Could Now Be So Frightful As News That The Russian Democracy Has Been Overthrown

The following article by George Bernard Shaw, is also being widely published throughout Russia.

By George Bernard Shaw

London, May 5.—Now that the Russian revolution is an accomplished fact, it is at last possible for us in the West to be entirely frank with our Russian friends.

The truth, then, is that although we could not afford to dispense with the military assistance of the Tsar, our alliance with him was felt to be a disgrace in Liberal circles, whilst even our reactionaries found it extremely embarrassing. We all know that the Government of the Tsar was ten times worse than the Government of the Kaiser; and when the Germans reproached us, and held us up to contempt in America, for combining with the most barbarous and bigoted autocracy in Europe to crush the most civilised power in the world, we had no reply to make except that the Russian army was useful as a steam roller.

Our diplomatists were troubled by the delicacy of our relations with Sweden. Sweden, in spite of the influence of her German Queen, would have been firmly friendly to the alliance if it had not been for her dread of the Tsar. She had at her doors the example of Finland to show her what she had to expect if she came under the domination of the Russian Tsars, who from the time of Peter and Charles XII. have aimed at extend their dominion across the Baltic.

Sought To Excuse Russia

Several English writers, notably Mr. H. G. Wells and Mr. Stephen Graham, tried to soften the abhorrence of the Russian Government which had become a rooted instinct in all lovers of liberty. They told us of the charming character of the Russian people, of the wonderful performances of the Moscow Art Theater, of Russia's great writers, from Pushkin to Tchekov, and tried to turn our attention from Siberia, from the dungeons of Peter and Paul, from the fact that they themselves would have been hanged in Russia had they ventured to write as freely there as in England. Their efforts were useless. When Mr. Trepoff, the Tsar's Foreign Minister, revealed the fact that the Tsar expected England to deliver Constantinople to his tyranny as the price of his help, a silent determination arose in England that however horribly the Tsar might oppress his own people he should not coin our blood into drachmas. And a deputy in the French Chamber almost demoralised the French army by asking whether 100,000 male Frenchmen were to die in order to replace the Sultan of Turkey by the Tsar.

Feared Kaiser's Action

All this time, remember, we were under the constant dread that the Hohenzollerns might, in a moment of inspiration, make Poland an independent kingdom, and then challenge us before the world to destroy its independence and thrust it back under the heel of the Romanoffs, if we dared.

Until the Russians understand this, they can never imagine the enormous relief, the triumph and delight, with which the news of the revolution in Russia was received in England.

Men who had hated the war, and seen nothing but evil in its consequences, admitted that the news was glorious, and that if the war did nothing else but make an end of the Tsardom and place Russia in the forefront of the free nations side by side with France and the United States of America, it would have justified itself ten times over. The blood we had shed in Gallipoli no longer seemed shed in a doubtful cause.

In Persia, we were no longer bandits and the accomplices of bandits. All the poetry written when the Bastille fell in Paris in 1789 was quoted and re-quoted by our popular statesmen when they heard that at last a revolutionary government was sitting in the fortress of Peter and Paul.

We have our reactionaries here as you have in Russia; but not one of them had a word to say for the fallen tyranny. We were fighting at last with clean hands. We no longer had to apologise for our association with Russia; rather was it for us to assure her that in future she should have no reason to be ashamed of us in spite of the monarchical forms of our constitution.

Feared Counter Revolt

I must now say that no bad news that could possibly come to us, not even that of the most terrifying German victory, could be so frightful as the news that the work of Petrograd and Moscow and the army had been undone by the ignorance of the peasants, and that there was danger of a restoration.

The very stones in our cities would cry out against such a horror. I doubt if even the Hohenzollerns would dare, in the face of democratic public opinion in Germany, to aid the Tsar in a counter-revolution; for his government has made royalty stink in the nostrils of the world. Nobody but a madman, or a peasant besotted by ignorance and superstitution, could dare to thrust Russia back into the pit from which she has just struggled up into the sunlight.

At all events, neither madmen nor peasants nor courtiers must be allowed to turn back the clock. If Russia must have her La Vendee and her noble emigrants, she must crush them with one hand whilst with the other she sets Germany free by crushing the Hohenzollerns. Already the German soldier is blessing the Russian, because the mere echo of the Russian triumphs of liberty has broken the savage Prussian discipline and set his officers persuading him that he too is free. By overthrowing the Romanoff, Russia has for the first time earned the right to overthrow the Hohenzollern without hypocrisy. There can be no turning back now; if the Romanoffs returned, having learned nothing and forgotten nothing, it would be to take a vengeance for the revolution so bloody and cruel that the work of the revolution would have to be done again with a ruthlessness that hardly bears thinking of.

Confident of Result

The revolution must not fail either at home or in the field. Germany, with her revolution still before her, and now made inevitable by the Russian example, still believes that she owes her military prestige to the Hohenzollerns. The German armies have seen that in spite of the devotion of the Russian people, the slaves of the Romanoffs cannot stand against them. They have yet to learn what a revolutionary army of free Russians can do.

Russia is on her trial in this matter; but nobody in the West doubts the result if Russia will hold together until the Hohenzollerns can no longer dream of conquering her.

Let us do justice to the Romanoffs. Even they, many of them, perceive that the one supreme need of Russia today is unity, singleness of purpose and indomitable resolution. Any Russian who would upset the revolution today is more royalist than the Tsar and less patriotic than the Grand Dukes, who accept the revolution. They must have swallowed many a bitter prejudice before they made this sacrifice. The Russian people must sacrifice something for the sake of unity and victory also. The Socialist must not try to force his program on the Liberal nor the Liberal on the Socialist at the cost of a division of forces in the face of the common enemy. Russia and liberty must be saved first. When both are secure, the questions that divide Russian from Russian, Frenchman from Frenchman, Englishman from Englishman, and, let us not forget, German from German, will have their turn. For the moment, the questions that unite must stand before those which divide; the men must sacrifice their party cries as they sacrifice their lives and goods for the common welfare of their country.

Head Of Italian War Mission

SIGNOR ENRICO ARIOTTA ©INTERNATIONAL

Signor Enrico Ariotta, Minister of Marine and Transportation of the Italian Cabinet, acknowledging the plaudits of New York crowds. Signor Ariotta is head of the Italian War Mission to the United States. Other members of the Mission who have not yet arrived are the Duke of the Abruzzi and Senator William Marconi, inventor of the wireless telegraph.

AUSTRALIANS OF 50

Sydney, May 17.—The Government proposes to raise the Australian military age from 45 to 50 and is asking the War Office whether such men would be acceptable.

GERMAN PRINCE TELLS OF HIS LAST FLIGHT

Shot Down In Air Battle, He Was Tenderly Cared For By Australians

Special Cable to The New York Times

Berlin, May 9.—(via London.)—In his last letter to his parent, dated "Baracen Lazarette, Albert, March 30," Prince Friedrich Karl of Prussia, who was shot down in his flying machine and died later, says:

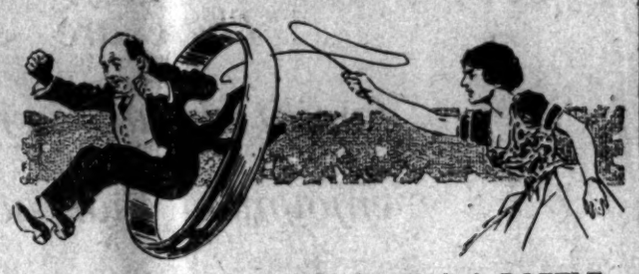
"Now something about my air flight. You know I started with Walze's squadron. We cruised along the front a long time without seeing anything. We went as far north as Arras and south in the direction of Bapaume and Peronne and flew very low. On our return to the boundary we all of a sudden discovered some 900 or 1,000 meters below six or eight Vickers monoplanes. Our leader immediately went for them and I followed, not willing to leave him alone, the enemy numbering so many more machines. That our other fliers did not follow can only be explained by assuming that they did not discover the enemy in the low darkly clouds.

"How we went for them! I sometimes lost sight of the German leading machine, but always managed to find it again. Suddenly one enemy flier came my way and I attacked him. He fled, I after him. Thus I lost my only comrade.

"The enemy fliers around me increased still more in numbers. They must have noticed the dangerous condition of the man I was chasing. Meanwhile I had succeeded in maneuvering my opponent pretty close to earth, when all of a sudden I heard the tack, tack of a machine gun behind me, and the next moment my motor stopped. The enemy behind me kept tack-tacking, with the result that soon I was wounded in the right foot. Thank Heavens, the steering levers remained intact.

"Gliding over badly battered villages and trenches, succeeded in landing, as the Australians who captured me said afterwards, not far from the German lines. I should have liked to destroy the machine, but the enemy gunfire prevented it. My second thought was to reach our liner, but the enemy at once directed his fire at me. Still I seemed to have luck until finally a bullet pierced my spine and came out at the right of my stomach. I went down like a log.

"When finally the Australians found me, they treated me very tenderly. I had lost so much blood and was freezing with cold. Two soldiers kindly offered their greatcoats and covered me with them. They carried me an endless stretch until we found a physician, out they were very careful about it."



IF IT WASN'T A WHIP IT WAS A BOTTLE OR A TRAY

or a book, or anything handy; but always it was something, until Hugo Stanley got so tired of it, he went off and threatened to stay off. The wife went to Reno, and left her better, worthier double in her place. The husband came back, and with his coming came many tense, dramatic and ludicr ous situations, all told absorbingly of, in

"A MATRIMONIAL MARTYR"

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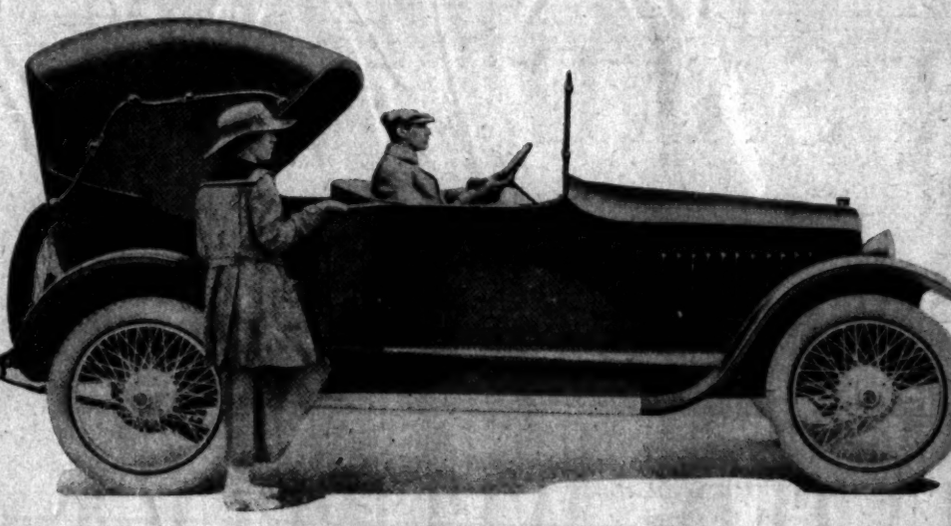

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To Those Furnishing
Here's a chance to buy some fine pictures.
Rich Looking Photogravures. Copied from our leading English Artists work; suitable for Drawing, Dining Room or Library
THIRD WEEK OFFER
$1.00 each

TERRIBLE CRASH IN CHINA PRICES

The "Irene" Dinner Set
36 prices colored Peacock Blue and originally, **$17.50**
THIRD WEEK OFFER
$10.50

The "Hallson" Dessert Set
Pretty floral design gilt edge 18pieces, Originally, **$16.50**
THIRD WEEK OFFER
$11.50

The "Salter" Box Iron
With 2 iron blocks. A popular value always, Originally, **$2.25**
THIRD WEEK OFFER
$1.75

The "Hotakold" Vacuum Flask
Pint size. Just right for the picnic basket. Going this week
THIRD WEEK OFFER
$2.00

Buy A Pen That Suits Your Hand.

The I. C. S. Pen. The doyen of the pen world, good Vulcanite Holder, real 14 carat Gold Nib. Fine, medium or coarse. Complete in case with an extra Gold Nib. Usually $2.00
THIRD WEEK OFFER
$1.75 each

The Scribo Stylo. Slips away in your pocket and is always ready for service. Usually $1.00 each
THIRD WEEK OFFER
75 Cents each

Some Good Leather Values

Gent's Pocket Book. A really good stout quality, usually sold at $2.00
THIRD WEEK OFFER
$1.50

Gent's Leather Wallet. Here is a dandy little value a useful companion; usually 85 cents.
THIRD WEEK OFFER
75 Cents each

Ladies' Handbag. A pretty style in fine grade leather and usually $2 75
THIRD WEEK OFFER
$2.00

A Good Night's Rest
Is assured you if you sleep on our
American Bedsteads
Specially made for comfort; 11 Springs each end. 3 Springs each side. Square mesh, size 6½ x 3½ ft.
THIRD WEEK OFFER
$10.50 each

Study These Offers Now **OF** *They Mean Money Saved*

Bentwood Chairs Are Going Cheap
We are making a very special offer in this section this week and advise you to call and see the show of these on the first floor.
THIRD WEEK OFFER
$3.00 each

These Should Walk Out Of Our Boot Section Quickly.

Ladies' Tan Lace and 1 Bar Walking Shoes. Cuban Heel and light sole. Usually $6 50 & 8.50 pair
THIRD WEEK OFFER
$2.00 pair

Ladies' Fine White Canvas Pumps. With light weight sole and Cuban leather heel. Usually $6.50.
THIRD WEEK OFFER
$4.00 pair

Fine White Arabain Cloth Pump. With Black Piping and Louis Heel. Usually $9.50.
THIRD WEEK OFFER
$6.00 pair

A Chance to Stock Up Stockings

Ladies' Leather Wear Black Lisle Hose. Finest quality lisle, well shaped leg, reinforced Heels and Toes. Usually $1.00 per pair.
THIRD WEEK OFFER
2 pairs for **$1.00**

Ladies' Tan Lace Lisle Hose. All smart designs and good colorings. Worth today at least $1.50 per pair. Our usual price is $1.00 per pair.
THIRD WEEK OFFER
2 pairs for **$1.00**

SUMMER SALE

SELECTED VALUES IN OUR WATCH DEPT.

Radium Watches
Usually Priced $5.50
THIRD WEEK OFFER
$3.75 EACH

Tempus Watch
The Watch of Railroad Accuracy. Usually Priced $3.00
THIRD WEEK OFFER
$2.50 EACH

Wrist Watches
In Gun Metal. Reliable. Usually Priced $4 75
THIRD WEEK OFFER
$3.00 EACH

Ladies' Gun Metal Watch
Heart Shape. Very dainty. Usually Priced $7.50
THIRD WEEK OFFER
$4.75 EACH

We Have Not Forgotten Some Bargains For Men

Cellular Day Shirts. Cool comfortable, stiff cuffs, usually priced at $3.00
THIRD WEEK OFFER
$2.00 each

Colored Handkerchiefs. An exceptionally smart range. Usually sold at $2.75
THIRD WEEK OFFER
6 for $1.00

White Nainsook Vests. The ideal for July and August, Honestly worth $1.50 each
THIRD WEEK OFFER
2 for $1.50

Reunion Union Suits. A popular brand going cheap. Their real value today $2.50
THIRD WEEK OFFER
$2.00 each

We Have More China Bargains Here

French Fireproof China Saucepan. Lipped design, wanted in every kitchen. Size 10", with handle.
$1.75

The "St. George" Morinng Tea Set. 1 Pint Teapot, Cream Jug and Sugar Basin, Strong Earthenware, Green or Brown.
Originally $3.00
$2.25

Garden Sets. Four pieces, Long-handle and Sheffield made
Usually $7.00
THIRD WEEK OFFER
$5.25

Aluminium Fry Pans. Strong British make, 9" and 10".
Usually $1.25 and $1.45 each
THIRD WEEK OFFER
$0.90, $1.00 each

HALF PRICE
HAT BOXES
LEATHER HAND BAGS
LEATHER SUIT CASES
STEEL UNIFORM TRUNKS
REX VACUUM CLEANERS
ALL TRIMMED HATS

AT

GENUINE BARGAINS IN SHOP SOILED BEDS
Slightly damaged from being moved about in our showroom. Enamel slightly chipped but a real genuine bargain at our
THIRD WEEK OFFER
HALF PRICE

A Good Boot Sets Off You Attire.

Men's White Canvas Shoe. Leather sole and heel. Well made.
Usually $6.50
THIRD WEEK OFFER
$3.25 pair

Men's White Canvas Tennis Shoes.

Rubber Sole. Strong and durable for the strenuous game
Usually $4 50
THIRD WEEK OFFER
$3.50 pair

Men's White Tennis Shoe
With fine rubber sole. A good quality. Usually $5.50
THIRD WEEK OFFER
$4.00 pair

Men's White Canvas Boots.
With leather sole and heel for Walking. Usual Price $5.50
THIRD WEEK OFFER
$4.00 pair

LADIES – GET YOUR SUMMER VESTS NOW

U.S.A. White Cotton Vests
Strong fine ribbed cotton just the right length and weight for the summer. Usually $1.00 each.
THIRD WEEK OFFER
2 for $1.00

The "E" Cut Vest
Sold in thousands this season. Will not slip over the shoulder. Delightfully cool. Usually $1.00 each
THIRD WEEK OFFER
2 for $1.20

Gloves Are Going Cheap This Week

Lisle Gloves. In Tan, Grey, Fawn or White.
Usually $1.00
THIRD WEEK OFFER
50 Cents pair

Colored Satin Collars. Very smart for coats. Worth $1.50 each
THIRD WEEK OFFER
10 Cents

Half Price.
Fancy Ribbons, French Collars, Fancy Collars.

WHITEAWAY, LAIDLAW & CO., LTD.

"The Store With the Great Sale" **SHANGHAI** "The Store With the Great Sale"

MITSUI BISHI STRIKE IS PRACTICALLY OVER

Most Of Dockyard Hands Back At Work; Chamber Of Commerce Mediates

Reuter's Pacific Service to The China Press

Nagasaki, June 23.—The majority of the strikers in the Mitsui Bishi dockyards have returned to work and it is believed that the tension has been relieved. The workmen's committee has agreed to place the matter in the hands of the Mayor and President of the Chamber of Commerce, who are mediating.

Two New War Orders Started In Gt. Britain

Both Open To Men And Women As Reward For Services To Country

(Reuter's Agency War Service)

London, June 21.—The King has instituted two new Orders for the recognition of war services by Britons and the Allies.

One styled "The Order of the British Empire" is an Order of Knighthood open to both sexes. Women will prefix the title "Dame" in the higher classes.

The second Order, which is entitled "The Order of the Companions of Honor" will consist of one class only. It will carry no title or precedence and women will be equally eligible with men.

The first lists of appointments will be issued shortly.

The Prince of Wales has been appointed Grand Master of the Order of the British Empire.

Obituary

Sir Joseph Lyons

Reuter's Service

London, June 22.—The death is announced of Sir Joseph Lyons, the famous caterer.

EVACUATION IN FLANDERS

(Reuter's Agency War Service)

Amsterdam, June 21.—It is reported that the evacuation of the civil population from West Flanders continues and 2,000 prisoners have been removed from places behind the Front.

New Examinations To Raise 120,000 Men

British War Office To Comb Out Those Previously Rejected For Service

(Reuter's Agency War Service)

London, June 21.—In the House of Commons today, Mr. J. I. MacPherson, Parliamentary Secretary of the War Office, said that the War Office estimated that the re-examination of men discharged or rejected from military service would yield 60,000 men fit for service abroad and 60,000 who could be used in other branches of the service. He said that wounded or invalided men from abroad who have been discharged from the Army could claim their final discharge.

Mr. MacPherson's reply was made in the course of a debate raised by Mr. W. M. Pringle, who moved to reduce the salary of Lord Derby as Secretary of State for War by £100, with a view to drawing attention to the methods of the medical boards. Several members of the House denounced the methods of the recruiting authorities, including Mr. Asquith, who said that his experience during the last few weeks showed that men had been secured by means which were widely resented throughout the country.

Mr. MacPherson said that the Government was ready to appoint a committee to examine the working of the act.

Mr. A. Bonar Law said that the work of the office had never been so efficiently and conscientiously done.

Mr. Pringle withdrew his amendment and the debate was adjourned.

Mr. A. G. Edwards, Labor M. P. for East Glamorgan, on behalf of public meetings of the miners of South Wales, asked the Government to take the young unmarried miners for military service, instead of older married men. He said that there were 205,000 unmarried miners under thirty-one years of age, of whom 117,000 have attested that they are overwhelmingly desirous to be taken. The Government should deal with the situation, not through the Union officials, but with the men at the pit-heads.

FIND 90 U-BOAT VICTIMS

(Reuter's Agency War Service)

Paris, June 21.—French patrol boats have picked up 90 men from two British steamers which had been sunk by submarines. One submarine fired at the boats of one steamer, killing eight of the crew.

To Discuss Reform For House Of Lords

Committee Will Be Appointed To Deal With Question, Curzon Announces

(Reuter's Agency War Service)

London, June 21.—In the House of Lords today Earl Curzon anounced that the Government has decided to appoint a Committee to deal with the question of the reform of the House of Lords as promptly as possible.

War Aims of Italy Outlined By Sonnino

Protectorate For Albania And Possession Of Valona Chief Interests Of Rome

(Reuter's Agency War Service)

Rome, June 21.—Speaking in the Chamber of Deputies concerning war aims, Baron Sonnino, the Minister for Foreign Affairs, said that Italy's special interests were equally in the destinies of Albania and the direct possession of Valona and its Hinterland. Italy desired to defend Albania from outside interference but was willing that it should be independent in its internal affairs. He declared that any peace which strengthened the chains binding Italia Irredenta, omitted reparation for Belgium and reconstruction of a united Poland, would be an outrage.

TWO V.Cs. AWARDED

(Reuter's Agency War Service)

London, June 22.—The Gazette announces that His Majesty has been pleased to award the Victoria Cross to Lieut.-Commander W. E. Sanders, of the Royal Naval Reserve, in recognition of conspicuous gallantry and consummate skill while commanding a ship in action, and on Lance-Cpl. W. R. Parker, of the Royal Naval Division, for conspicuous bravery at the Dardanelles. While in charge of a battalion of stretcher-bearers, Lance-Cpl. Parker helped to remove the wounded under extremely heavy fire and, although seriously wounded, showed conspicuous bravery for four consecutive days.

KOREA'S EX-EMPEROR

Reuter's Pacific Service to The China Press

Osaka, June 23.—The ex-Emperor of Korea has visited the mausoleum at Momoyama.

News Brevities

Mme. Linoff, the well-known modiste, announces her approaching departure for Russia. She is prepared to give her personal attention to the selection of furs for her clientele.

* * *

Dr. and Mrs. C. M. Lacy Sites of Foochow are expected to pass through Shanghai next Tuesday on their way to America where they will spend a well earned furlough.

* * *

Owing to insufficient space in the Astor House Hotel, the exhibition of the "Roamer" Car will take place today and tomorrow at the Honigsberg Garage in the Bubbling Well Road. All those interested in something entirely out of the ordinary in automobiles should take advantage of this opportunity.

* * *

The engagement is announced of Mr. D. A. Shanks, of the Tongshan College, to Miss Wattson, daughter of Mr. T. Wattson, boiler inspector of the Peking-Mukden Railway, Tongshan.

* * *

The Fire Brigade answered a call at the corner of Yangtszepoo and Wetmore Roads early last evening where a small blaze in a cotton mill was found and quickly extinguished.

Shanghai Rifle Association

An open rifle competition will be held under the auspices of the Shanghai Rifle Association Sunday, July 8, at the rifle range. The proceeds will go to the Allied Red Cross funds. A silver cup for the competition has been presented by Mr. A. M. Collaco. The rules for the competition follow:

1. The competition is open to all.
2. Rifles—As issued by any government, or by the Shanghai Municipal Council or of private manufacture of bona fide government and bearing the government viewer's mark.
3. Ranges—200, 500 and 600 yards.
4. Shots—Seven counting shots at each distance.
5. Sighting shot—One at each distance, not counted.
6. Position—Any military position.
7. Allowances—S.R.A. members of "B," "C" and "D" classes will receive an allowance of 3, 5 and 7 points, respectively in the aggregate score of three ranges. Non-Members will be posted in "A" class.
8. Entrance fee—Entrance fee will be two dollars and the whole proceeds will be given to the Allied Red Cross Funds. Entries are to be forwarded to A. M. Collaco, secretary of the association, care the Russo-Asiatic bank, not later than Saturday, July 7, at noon or on Sunday, July 8, before the competition, at the rifle range.

That Tls. 500 Car.... ..... The Greyhound

It Meets a Real Demand

Last Sunday the car was announced. Monday's mail brought a host of inquiries. So many that additional catalogs had to be printed locally to meet the demand.

The Greyhound fills a new place in the motor world.

It LOOKS like a real car. It IS a real car.

Have you inquired about the Greyhound? If you haven't, you should; because whatever your station or business, it will interest you.

IT IS THE CAR FOR SHANGHAI!

Consider traffic conditions, and you will realize the significance of this statement.

ECONOMY, BEAUTY, COMFORT

THE THREE GRACES OF THE GREYHOUND

It has a wheel-base of 86 inches, a tread of 36. It runs 40 to 50 miles on a gallon of gasoline. Tires cost less than the inner tubes on a big car. They average 4,000 to 5,000 miles.

Phone, write or call for specifications:

Gaston, Williams & Wigmore Far Eastern Division, Inc.

4 The Bund Phones: Central 608-9-10 Shanghai

Just Billie Burke

the $4,000 a week movie star featured in George Kleine's wonderful motion picture novel "Gloria's Romance"

GREAT ATTRACTIONS

AT THE

OLYMPIC THEATRE

Tonight and Tomorrow Night, June 24th and 25th

CHARLIE CHAPLIN

IN

"THE PAWNSHOP"

Tuesday, June 26th at 9.15 p.m.

GRAND CONCERT

PRESENTED BY

PROF. GERARD ZALSMAN

Assisted at the Piano by Mr. J. JOOSTENS

AT all times it has been the purpose of the management of the Olympic Theater to furnish their patrons with the very best amusements. It was with this idea in view that we have made arrangement to exhibit the most popular motion picture production ever made with an amazing story, elaborate stage settings, wonderful costumes and perfect photography.

"GLORIA'S ROMANCE."

On June 28th, 29th, July 1st and 2nd.

Throughout the world this remarkable picture novel has been exhibited in the leading and best motion picture Theaters. It features the best known and most popular stars of both motion picture and the stage. MISS BILLIE BURKE, supported by HENRY KOLKER.

This wonderful motion picture no doubt will prove to be the most popular film production ever shown in this City. From the start to the finish the production holds the interest spellbound and there is not a dull moment until the story ends in a climax unequalled in the realms of the silent drama.

It is a charming photo-masterpiece that runs the entire gamut of human emotions; a stirring and intensely gripping plot that contains the elements of love and laughter, comedy, and tense and gripping dramatic moments, tragedy and stirring coincidences one after the other in rapid succession until the finale and happy ending.

Miss Billie Burke has fascinated audiences everywhere by her work in this interesting photo novel. The public the world over proclaim this masterly film novel as the greatest and finest entertainment ever presented.

THURSDAY, JUNE 28th

Special Musical Concert

BY

The Complete

SHANGHAI

MUNICIPAL

BAND

BRITAIN IS PREPARING PLAN FOR RATIONING

Will Apportion Food In A Few Weeks Unless The People Economise

MODIFIES HOOVER'S IDEA

Food Controller Gets Valuable Hints From Belgian Relief Commission

London, May 6.—Whether the people of the United Kingdom will respond to the appeals for voluntary bread and wheat flour rationing embodied in King George's recent proclamation and in posters and pamphlets issued by the Ministry on Food remains to be seen, but in the meantime the Ministry is working at high pressure to put the finishing touches on the machine which will be established for compulsory rationing unless the country cuts down on consumption sharply of its own volition. The rationing of 45,000,000 or more people presents a tremendous and intricate problem. The Ministry, however, believes that it will be largely solved in the scheme evolved.

Bearing in mind Germany's rationing plan, which is said to be a complete failure, Baron Devonport, Food Controller, has turned to the well-nigh perfect organisation developed by Herbert C. Hoover, Chairman of the American Commission for Relief in Belgium, for guidence. The different conditions prevailing in Belgium and England, of course, make it impossible to employ the Belgium plan as a whole, but the Food Controller has obtained valuable hints from it for the British food regulations. The main idea of the British plan is decentralisation.

The whole United Kingdom has been divided into fifteen areas, each of which has been subdivided into cities, boroughs, urban district councils and rural district councils. These final small units will be charged with distributing bread and flour to the residents in their territory, through bread cards, or some similar plan. A rationing committee composed of Baron Devonport, Kennedy Jones and other prominent men, would decide what rations were to be established, what divisions there would be of the population into classes, and other like questions. Another advisory committee would handle the finance and a further committee under Lord St. Davids would control the millers.

An army of something like 50,000 persons, composed principally of existing officials who will assume the rationing work in addition to their regular duties, will be under the direction of Alfred Butt, who is well known on both sides of the Atlantic as a theatrical man. Mr. Butt has been studying the food rationing question for several months, and becomes chief under the new scheme.

Fifteen areas would each have a controller, who would be responsible to the National Rationing Committee. Each major also would have many minor controllers, who would govern the workers assigned to distributing food. It will take about two months to instruct those who are being appointed by the Food Controller in their duties as rationers. This would be about the middle of July, and by that time it is expected that the people of the country will show whether they are going to comply with the voluntary rationing plan. Harvest conditions and the amount of imports available also will be a factor in determining whether the rationing scheme shall be put into operation.

POPE WANTS WORLD TO PRAY FOR PEACE

Bishops Directed To Introduce Invocation Into Litany Of Holy Virgin

Rome, May 6 (via Paris.)—Pope Benedict, in a letter to Cardinal Gasparri, the Papal Secretary of State, refers to a letter which he wrote in 1915, in which he said, "prepare the minds of every one for the reception of an invitation for peace, which we propose to address to the belligerents on the first anniversary of the outbreak of the war," and adds:

"We indicated then to the peoples a unique method of composing their differences with honor and on a basis of durable international peace. We conjured them then in the name of God and humanity to abandon their projects of mutual destruction and come to a just and equitable accord, but the voice which called for the cessation of the frightful conflict remained without an echo. The somber tide of overflowing hatred between the belligerents seems to rise still higher and the war is enveloping other countries in a frightful whirlwind, multiplying the ruins and massacres.

"Still, our confidence is not weakened and we hope that the day is no longer far distant when all men, sons of the same Celestial Father, will begin again to consider each other as brothers. The suffering of the peoples has become almost insupportable and is rendered more intense by the general desire for peace. May the Divine Redeemer, with infinite goodness of heart that counsels gentleness, prevail also in the minds of the Governments, that, conscious of their responsibility before God and humanity, they may resist no longer the voice of the people invoking peace."

The Pope ordains, in order that "the prayers of the unfortunate human family may rise more frequently and humbly to Jesus," that the Cardinal make known to all the Bishops of the world his ardent desire that appeal be had to the Virgin Mary and that from June 1 there be definitely introduced into the litany of the Holy Virgin the invocation: "Regina pacis ora pro nobis."

The letter ends with a call that: "Pious and devoted invocations rise from all corners of the earth, from the humblest huts to the most sumptuous palaces, to obtain for the upheaved world the desired peace."

Princeton Graduate In First Force To Carry U.S. Flag In France

REES T. SCULLY.

Rees Townsend Scully, second in command of the munitions branch of the American Field Service, the first armed force to carry the American flag in France, is a Princeton graduate and his home is in Pittsburgh. There are fifty men in the contingent and they are engaged in transporting munitions to the front.

Scully, after graduating from Princeton, did some engineering work in Haiti and Trinidad, and for two years afterward was associated with the McClure and Spahr Co., architects. He left for France on April 7 to join the Ambulance Corps.

FOR UNIVERSAL SERVICE

542 Newspapers Favor Making The System Permanent

New York, May 10.—The National Security League made a supplementary announcement yesterday of its canvass of the newspapers of the country with reference to the question of making universal military service a permanent policy. Since the first announcement reports received from newspapers show not only a larger majority of the editors for this policy, but the conversion of many editors who had formerly been opposed to it.

Within the last six weeks editors of twenty-seven papers who were non-committa have announced themselves advocates of universal military training; two papers, the Lancaster (Penn.) New Era and the Burlington (Vt.) Free Press, have changed from opponents to advocates. The league has canvassed 381 additional newspapers, of which 243 are advocates of universal military training, 121 non-committal, and 17 opposed. With the changes recorded, this makes the grand totals to date 857 newspapers recorded, 542 in favor of universal military training, 252 non-committal, 63 opposed.

RESPONSIBILITY.

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You know that trustworthy agents will handle and guard your goods in transit. You know that rapid and secure transportation is assured. We forward by freight and express. Rates reasonable.

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No. 8 Kiukiang Road.
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Telephone 4341.
Owen Williams,
General Agent.

GOVERNMENT PRAISES CONDUCT OF ALIENS

Only 125 Arrested in U. S. Since Declaration of War—Vigilance Not Relaxed

Washington, May 6.—German residents of the United States and German-Americans of pronounced German sympathies have vindicated themselves in the present crisis, according to a statement issued tonight by Attorney General Gregory, praising aliens in this country for the way in which they have conducted themselves since war was declared.

All Government officials have been highly gratified over the success of the policy toward aliens which the President advocated in his war message to Congress, in which he declared that the generous spirit with which America entered the war, and the absence of vindictiveness on the part of the American people, could best be displayed by their kindly attitude toward Germans living in this country.

The anxiety with which many persons including many of the Government authorities, have watched for trouble in the large German centers has proved unfounded, according to the officials at the Department of Justice. According to the Attorney General's statement, it has been found necessary to arrest only 125 alien enemies under the President's proclamation.

"The foreign-born citizens of America as a class deserve the highest commendation and praise for the manner in which they have conducted themselves since the declaration of war against Germany," Mr. Gregory said. "As regards law and order, they have in almost all instances stood with the Government, and have vindicated the President's oft-repeated assertion that he had no misgivings as to how foreign-born Americans would measure up to their responsibilities and duties in the event of national crisis.

"The number of arrests which the Government has been forced to make has been gratifyingly small. Agents of the Department of Justice have arrested only 125 alien enemies under the President's proclamation. About one-half of these are being held because it was decided that they would be dangerous to the Government if permitted to remain at large. The remainder of the alien enemies arrested since the declaration of war were taken into custody on charges of espionage or attempts to foment disloyalty or disorders.

"In issuing this statement the department renews its admonition that our foreign citizens and alien residents exercise scrupulous care and restraint in their daily activities, assured that the vigilance of the Government agents has not been relaxed one whit."

SOUTH AMERICANS CRAVE JAPAN GOODS

Foreign Trade Of Continent Can Be Shared With U. S., Says Capt. Suruga

That the United States and Japan will be chief competitors in trade in South America is a statement made by Captain T. Suruga of the Kasado Maru of the Osaka Shosen Kaisha. With her hull painted in "war color" and her name blackened out, the Kasado Maru is now along the New Customs Quay in Yokohama, having returned to Japan from a trip of 12,000 miles to points in South America a few days ago.

Regarding Japan's trade with South America, Captain Suruga expressed most optimistic views. He declared that Japan can compete in South America with any foreign nation on equal footing subject to the inauguration of a strong steamship line which will help trade. He said that there is an universal demand for Japanese goods in South America.

Captain Suruga, who has been entrusted with a mission of conducting an investigation into prospects for Japan's trade in South America before the new line will be strengthened said that he would recommend the strong reinforcement of that line, by adding as many steamers as possible. Most of the imported goods now on the markets in South America come from the United States. Unlike trade with India, cheap and easily breakable goods cannot compete favorably with the American goods. There is no limitation for the kind of goods and in fact practically all goods produced in Japan can be sold in South America.

Among principal goods he recommends are cotton and silk goods, Japan Advertiser lacquer and bamboo wares, antimony, enamelled wares, mattings, toys and others. Germany and Great Britain have been chief commercial rivals in South America before, but due to the war these two nations are not active now, Great Britain has invested more than 1,000,000,000 yen in railways, thus holding an important basis in finance and economics. Trade prospects between Japan and Brazil are particularly bright. Japan is going to send 20,000 emigrants to Brazil in the next four years. Some of them have already gone and are well treated there, Captain Suruga said.

Warned by the British navy the Kasado Maru took unusual precautions both ways and has blackened out her name as are most of the British steamers sailing in danger zones. She has been placed on the Bombay line.

DRYING BOTTLES

For preserving Cigars, Gloves and other Delicate Articles against

DAMP

The Stopper is constructed to carry a good supply of lime which can be changed when necessary. We supply the lime and renew when necessary for a period of 3 years.

Stocked in various sizes from $5.50 each

MACTAVISH AND LEHMANN, LTD.

Chemists, Opposite the Garden Bridge, Shanghai.

Mennen's Borated Talcum Is Unlike All Others

There is a vast difference in talcs—in their fineness and medication—some are good, others impure, gritty and harsh.

You use talcum powder in such unlimited quantities on the sensitive skin of your baby, that the selection of a pure, safe powder is of great importance.

MENNEN'S BORATED TALCUM

is recommended and used by doctors and nurses everywhere, because of its purity, antiseptic qualities and fineness.

Insist on the *genuine*.

G. MENNEN CHEMICAL CO. Newark, N.J. U.S.A. Trade Mark

MENNEN'S BORATED TALCUM

Now in the new large size economical can

Laugh like a baby —YOURSELF!

I suppose every man thinks his business makes people happy.

But I wonder if any other one individual ever brought pleasure to as many folks as did my father, Gerhard Mennen—by his invention of Talcum Powder.

Think of it—millions and millions and millions of cheery, chuckling babies—just because MENNEN.?

Did it ever occur to you that one way to keep your own skin as soft and fresh as baby's, is to treat it the same way? And that the same thing that turns his whining fretfulness into coos and gurgles of content—might go *part* of the way, at least, with his big brothers and sisters—even with *you*?

Well,—try it.

Begin with hands and face. Douse them with Mennen's after you wash them and see how easy your hands and face feel!

Then try it all over. Yes—I'm an enthusiast. But you will be, too, when you've tried it.

There are hundreds of brands of talcum powder nowadays. One or two are possibly as good as Mennen's.

But why take chances—when it's so easy to say "Mennen's" and be sure.

William Gerhard Mennen.

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U.S. DESTROYER FLEET BEATS OFF U-BOATS, AND SAVES ADRIATIC

London Hears Of Brush With Submarines On Trip Of American Warships

SIR E. CARSON'S GREETING

No More Important Event In History Of New World And Old

London, Friday, May 18.—The Chronicle says the destroyers of the United States Navy which have arrived at Queenstown escorted the White Star liner Adriatic and had a successful brush with submarines, which were beaten off.

The visiting craft were met outside the harbor by British destroyers and escorted to the buoys assigned them. From the principal buildings, as well as from many houses in town, the Stars and Stripes were flown, and as the ships steamed up the channel great crowds assembled along the quays and cheered.

It was the intention of the civic authorities of Cork to extend a public welcome to the officers and men, but by the wishes of the naval authorities no ceremony took place. The commander and other officers, however, waited on the American Consul, who introduced the civic representatives and greetings were exchanged. From all classes hearty welcomes are extended to the American sailors on visit to the harbor.

British Navy League's Welcome

London, May 17.—Toasts to President Wilson and the American Navy were drunk by a distinguished gathering here today at the Navy League's luncheon in honor of the American naval officers.

Sir Edward Carson, First Lord of the Admiralty, who proposed the toast to the United States Navy, paid a glowing tribute to the American naval forces remarking that the function at which he was then speaking virtually coincided with the arrival in British waters of the first installment of the forces the American Navy was sending.

"No more important event in the history of the New World and the Old," he said "has ever happened than the arrival of this flotilla of destroyers in our waters, side by side with our navy, commingling the old Union Jack and the Stars and stripes. Both the navies are now engaged in a work of necessity which may have a far reaching effect on the history of the relations between the great English-speaking races."

The First Lord of the Admiralty was frequently interrupted during his address with prolonged cheers, the greatest demonstration coming when he said:

"We are now, from this day forward out together to preserve the real freedom of the seas, and we mean to do it."

Later, when he was discussing the submarine warfare, he received another ovation when he said:

"The submarine menace is a real danger. It would be foolish in me to under-estimate it. In the coming months the courage and grit of our people will be sorely tried. It may even be a question who is going to stick it out. But I will tell you who is going to stick it out; we are going to stick it out. But it is our task to grapple with this menace. We therefore welcome the help of the great Republic from the West. Fighting together we are invincible, and I feel not a shadow of doubt that we shall attain victory, a victory not for ourselves alone, but for the entire world."

Sir Edward said he desired to express his appreciation of the speedy way in which the Amrican Government had rendered assistance. He extended a hearty welcome to the officers and men of the American Navy who had come to do this work.

"This evidence of absolute harmony and co-operation between the British and American Navies will never be broken until the enemy is crushed," Sir Edward continued. "It will not be broken even then, because it will be cemented by many events which will have led to the liberation of humanity. Whatever the distance between the Old and the New World, we have always cherished one great ideal—love of liberty and progress and determination to beat back the aggressor, whoever, he may be, who dares to lay hands on the fabric of civilisation which we together have built up for the entire world."

He began his remarks by discharging a broadside at his political critics, adding:

"It would take me a long time to review the criticism of my administration, but I am thankful that I am so constituted that I can never get cold feet. I despise political critics in the middle of the war; but let them go on. What is more important, let us get on with the war."

The toast to President Wilson was proposed by the Duke of Buccleuch, who said:

"No one can accuse President Wilson of wishing war. He, like his people, wanted peace, but war was forced upon them. This war has wiped away our misunderstandings with the French, and will likewise wipe away any misunderstandings between Great Britain and the United State, because we are out for freedom and liberty. It will consolidate our alliance and will set an example to the rest of the world."

Walter Hines Page, the American Ambassador, was to have delivered an address, but was unable to be present on account of illness.

Among other speakers were R. Newton Crane, Chairman of the London Branch of the American Navy League, and Captain W. J. MacDougall, Naval Attache of the American Embassy, who sketched the history of the American Navy League and of the American Navy. Those present included Admiral Jellicoe, Chief of the Naval Staff; John Hodge, member of Parliament; Arthur Henderson, Minister without portfolio in the Cabinet; Walter Hume Long, Secretary for the Colonies, and Admiral Lord Beresford.

A Daily Mail correspondent writes:

"By sending battleships and cruisers across the Atlantic the United Sates could not have helped in the great cause nearly so effectively as she has done by sending this flotilla of destroyers, for the British Grand Fleet is equal to coping with all the work that is likely to come in the way of big ships. Small craft, however, are another matter, and they are the more welcome because they were needed in various directions.

"Doubtless the American contingent will be allotted its share in the anti-U-boat campaign. For the anti-submarine campaign and the convoying of ships, destroyers are invaluable. No other class of warships is equal to them for general utility in such services where they are needed not in scores, but hundreds. It may safely be anticipated that American inventiveness will form a valuable asset to the clever brains now engaged in devising means to crush the submarine menace, and the tactics, from latest information appear to be succeeding."

Total Canadian Casualties Up to May 8 Are 89,843

Ottawa, May 9.—Casualties among the Canadian expeditionary forces from the time the war began up to yesterday had reached a total of 89,843 killed, wounded and missing, according to a report made tonight by the War Records Office. The report in detail follows:

Killed in action: 774, officers, 14,555 men; total, 15,329.

Died of wounds: 242 officers, 5,000 men; total, 5,242.

Died of sickness: 49 officers, 1,191 men; total, 1,240.

Presumed dead: 38 officers, 1,481 men; total, 1,519.

Wounded: 2,743 officers, 60,913 men; total, 63,656.

Missing: 106 officers, 2,751 men; total, 2,857.

TAFT SAYS KAISER MUST FOLLOW TSAR

Hohenzollern And Hapsburg Have Got To Get Out, He Declares

New York, May 6.—Ex-President William Howard Taft, speaking at Grace Methodist Episcopal Church last night, said that permanent peace would never come until "William and Charles have been relegated to the rear, the same as Nicholas."

"We are now in the war," declared Mr. Taft, "to say to Mr. Hohenzollern and Mr. Hapsburg, 'You've got to get out the same as Mr. Romanoff got out, so we can have peace in the world.' If William of Hohenzollern and Charles of Hapsburg cease to be controllers of those two peoples they now rule over and the German and the Austro-Hungarian people comes to rule themselves, they will not be a menace to the peace of the world, as the German junkers and the Hungarian war lords have been.

"You know that if Emperors William and Charles abdicated tomorrow we'd have peace in two weeks, and that is what we are in the war for—and when that is accomplished we'll add the German people and the Austrian people to our league and have peace ever after." Mr. Taft said America had a most glorious role in the war.

"We have nothing to do with the policies or the politics of Europe," he added, "but we are going over there because we are for the right and are willing to fight for it. Isn't it a great function, too, for us to be able to say at the peace table that we have a right there and that we demand a peace with justice? How it will strengthen our position to be able to point to the fact that we have gone into the struggle from pure motives, and how it would weaken us to have to say, if we were permitted to sit at the peace table at all, and had not gone into the war. 'We are sorry we couldn't take any part, but our policies wouldn't let us.'"

Mr. Taft, who is President of the League to Enforce Peace, said further of America in the war: "If ever this nation will be in a league to enforce peace, it is in now. We don't intend to abolish war, but we intend to make it as improbable as human nature will permit.

"To have a League to Enforce Peace among nations we must be willing to abide by the decision of the arbitration court, and not be in the attitude of 'Heads I win, tails you lose.' Of course, there are non-justiciable questions that courts of law cannot pass upon between individuals and between nations. The United States has such a problem in that we exclude the Japanese and Chinese. We have the right to exclude them if we want to. It is not a question that could properly be submitted to a court or to arbitration, but we might get into a dispute over the question that would lead to that dispute being presented for arbitration."

Mr. Taft discussed America's responsibilities toward the governments of some countries outside the United States.

"We don't own Cuba," he said, "but we are worse off than if we did. We guarantee its government and we don't furnish it. Everytime they have an election in Cuba I feel gooseflesh all over me. Then we have Mexico, an international nuisance just across our back fence. Zimmermann wrote a note about it. We suggested moving our fence up on this side of Texas. Think of what would happen if Burleson and Joe a Biley were turned over to Mexico.'"

Mr. Taft said Germany had illegally committed suicide by destroying American lives on the high seas. There was great applause when he said: "We have cast off our swaddling clothes and are now standing up to meet the obligations our power has brought us. We are in the war because we are opposed to a military autocracy which violates the peace of the world, and in so doing harms our own interests. Republics sometimes make mistakes, but in the long run you can count on government of the people by the people being carried on for the interest of that people."

Mr. Taft spoke first to 1,800 people who filled the church proper, and later to an overflow audience of 1,000 persons in the basement of the church. The Rev. Christian F. Reisner, pastor of the church, said the country was to be congratulated that there had been so few disorders since the war started. "The mob outbreak in Cooper Union the other evening," he said, "over the Irish question shows how easily the war spirit may run wild if great care is not exercised." Dr. Reisner made a plea for national prohibition as a war measure.

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"THROUGH BOLTED DOORS"

LEONTINE, to secure One Lamp Louie's written confession of a forgery which has unjustly sent Jerry Carson to prison and later to his death, contrives to enter a closely guarded gambling house where Romanoff, a master crook, who has stolen the paper, is consulting with Bianca, a Queen of Blackmailers, concerning its value. Within is a "hidden house," the only entrance to which is through a secret panel. Leontine, pretending she has fainted, is carried into the secret chamber by a servant. On the other side of the wall she finds herself before the beautiful Bianca surrounded by her band of gentlemen crooks and is astounded to discover her husband, Sebastian, who is bargaining for the paper, the disclosure of which would implicate him.

The tense scene suddenly has an invisible intervention. The paper is mysteriously snatched from Bianca by an unseen force and Leontine finds it in her own hand. One by one the crooks, who attempt to seize it from her, are knocked down by a powerful invisible antagonist. Sebastian, fighting with the unseen foe, is felled by a vase which rising in the air hurls itself at him. Step by step to the door Leontine is shielded by her unseen defender and escapes. After a flight she pauses breathlessly beneath a street lamp and begins reading. Suddenly it is snatched from her by One Lamp Louie, who has followed her.

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"THROUGH BOLTED DOORS"

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"Luke and the Mermaids"

Lonesome Luke Comedy.

Scene from "The Disappearing Prisoner," No. 6
Pathe's "The Shielding Shadow"
Produced by Astra Film Corp.

"THE DISAPPEARING PRISONER"

THE mercenary Bianca to her surprise finds her former calculating heart capable of holding an honest love. Ravengar, kept a prisoner in her gambling house, is the unwilling object of her affections. While deep in thought over a means of winning his love she has a visitation from the Shielding Shadow and a message appears on the wall: "To win Ravengar's love, lure a confession from Sebastian concerning a crime committed by him." Hopeful, and her superstitious nature aroused by the weird visitation, she entices Sebastian to a lonely shack where her men put him through a grilling third degree.

Leontine, her suspicions fully aroused by Sebastian's absence, finds a clue and follows him. Two of the men on guard before the shack seize her and block her interference by locking her in a Gypsy wagon nearby. Ravengar makes his timely appearance, overcomes the Gypsy set on guard and enters the wagon. The door is locked on them by two of Bianca's lieutenants who fiendishly start the wagon rolling down the steep incline towards the cliff with its dizzy drop. In the wagon Ravengar finds a sledge hammer and working feverishly against the seconds between their instant death, breaks the door and jumps with Leontine as it goes dashing to pieces on the rocks below.

Bianca, on being informed of Ravengar's reappearance, rushes to his prison room, unlocks the multi-bolted door and finds—Ravengar calmly sitting there!

Has Ravengar a double?

Von Bethmann Hollweg Flatly Declines Discussion Of Germany's Peace Aims

Announcement At Present Would Be Premature, Difficult To Formulate And of No Practical Service To Nation, He Declares

Berlin, May 15. (via. London.)—In one of the most vigorous and plainspoken speeches he has yet made before the Reichstag since the outbreak of the war, the Imperial German Chancellor today bluntly refused to enter into a discussion of Germany's peace aims as demanded in interpellations by the Conservatives and Socialists. Dr. von Bethmann Hollweg asserted that these called for the Government's specific peace program, the announcement of which would at the present time not only be premature, but would also be difficult to formulate, and also of no practical service to the nation in the present situation.

While appreciating the passionate desire of all classes to know the Government's views, the Chancellor plainly declared that he would not permit himself to be swayed by pressure from any source, and that he was not under the spell of any party or clique. The best interests of the nation, he believed, demanded that the reticence he had imposed upon himself in the face of continuous clamor since December, 1915, should be observed by him until the moment was ripe. He was sure that such a course would be indorsed by the nation at large, which continued to rally around its Emperor, and would also meet the views of the majority of the members of the Reichstag.

The Chancellor then briefly reviewed the present military situation and Germany's relations to the neutrals, in the course of which he warmly praised the attitude adopted by Spain.

A significant feature of the session was the introduction into their ranks by Philipp Scheidemann, the Social Democratic leader, and George Ledebour, the Independent Socialist, of references to a possible revolution in Germany. Herr Scheidemann intimated that if the British and French renounced the idea of annexation and Germany insisted on annexing territory, there would be a revolution. This resulted in indignant repudiation by a large section of the House, and Herr Scheidemann hastened to say that it had not gone so far as that yet.

Herr Ledebour, however, declared that a republic must soon be established in Germany, and that his party would propose that a Constitution Committee take preparatory steps in that direction.

Bethmann Hollweg's Speech

"These interpellations demand from me a definite statement on the question of our war aims," said the Chancellor. "To make such a statement at the present moment would not serve the country's interests. I must therefore decline to make it.

"Since the Winter of 1914-15 I have been pressed now from one side, now from the other, publicly to state our war aims, if possible with details. Every day they were demanded from me. To force me to speak an attempt was made to construe my silence regarding the program of the war aims of individual parties as agreement. Against that I must resolutely protest. On giving liberty for the free discussion of war aims I had it expressly declared that the Government could not and would not participate in the conflict of views. I also protested against any positive conclusions whatever regarding the Government's attitude being drawn from the Government's silence.

"I now repeat this protest in the most conclusive form. What I was ever able to say about our war aims I say here in the Reichstag publicly. They were general principles—they could not be more—but they were clear enough to exclude identification such as was attempted with other programs. These fundamental lines have been adhered to up to today. They found further solemn expression in the peace offer made conjointly with our allies on December 12, 1916.

"The supposition which has recently arisen that some differences of opinion existed on the peace question between us and our allies belongs to the realm of fable. I expressly affirm this now with certainty. I am at the same time also expressing the conviction that the leading statesmen of the powers which are our allies are with us.

"I thoroughly and fully understand the passionate interest of the people in the war aims and peace conditions. I understand the call for clearness which today is addressed to me from the Right and the Left. But in the discussion of our war aims the only guiding line for me is the early and satisfactory conclusion of the war. Beyond that I cannot do or say anything.

Scornful Reference to Socialists

"If the general situation forces me to reserve, as is the case now, I shall keep this reserve, and no pressure either from Herr Scheidemann or Herr Roesicke will force me from my path. I shall not allow myself to be led astray by utterances with which Scheidemann, at a time when drumfire sounds on the Aisne and at Arras, believed he could spread among the people the possibility of a revolution. The German people will be with me in condemning such utterances, and also Roesicke's attempt to represent me as being under the influence of the Social Democrats.

"I am reproached for being in the hands of one party, but I am not in the hands of any party, either the Right or the Left. I am glad I can state that definitely. If I am in the hands of any one, I am in the hands of my people, whom alone I have to serve, and all of whose sons, fighting for the existence of the nation, are firmly ranged round the Kaiser, whom they trust and who trusts them. The Kaiser's word of August lives unaltered. Roesicke, who sets himself forward as a particular protector of this word, has received in the Kaiser's Easter message the assurance of the unaltered existence of the Kaiser's word.

"I trust that the reserve which I must exercise—it would be unscrupulous on my part did I not exercise it—will find support from the majority of the Reichstag and also among the people. For a month past unparalleled battles have been waging on the west front. The entire people, with all its thoughts and sorrows and feelings, is with its sons up there, who with unexampled tenacity and defiance of death, resist the daily renewed attacks of the English and French.

Says Allies Aim at Conquest

"Even today I see no readiness for peace on the part of England or France, nothing of the abandonment of their excessive aims of conquest and economic destruction. Where, then, were the Governments who last Winter openly stood up before the world in order to terminate this insane slaughter of peoples? Were they in London or in Paris? The most recent utterances which I have heard from London declare that the war aims which were announced two years ago remain unaltered.

"Even Herr Echeidemann will not believe that I could meet this declaration with a beau geste. Does any one believe, in view of the state of mind of our Western enemies, that they could be induced to conclude peace by a program of renunciation?

"It comes to this. Shall I immediately give our western enemies an assurance which will enable them to prolong the war indefinitely without danger of losses to themselves? Shall I tell these enemies: 'Come what may, we shall under all circumstances be people who renounce: we shall not touch a hair of your head. But you want our lives, you can, without any risks, continue to try your luck?'

"Shall I nail down the German Empire in all directions by a one-sided formula which only comprises one part of the total peace conditions and which renounces successes won by the blood of our sons and brothers and leave all other matters in suspense?

"No, I will not pursue such a policy. That would be the basest ingratitude toward the heroic deeds of our people at the front and at home. It would permanently press down our people, to the smallest worker, in their entire conditions of life. It would be equivalent to surrendering the future of the Fatherland.

Won't Proclaim War of Conquest

"Or ought I, conversely, to set forth a program of conquest. I decline to do that. [Cries from the Right: "We are not demanding that."] If it has not been demanded, then we are of one opinion. I also decline to set forth a program of conquest. We did not go forth to war, and we stand in battle now against almost the whole world, not in order to make conquests, but exclusively to secure our existence and to establish firmly the future of the nation. A program of conquest helps as little as a program of reconciliation to win victory and the war.

"On the contrary, I should thereby merely play the game of hostile rulers and make it easier for them further to delude their war-weary peoples into prolonging the war immeasurably. That, too, would be base ingratitude toward our warriors near Arras and the Aisne.

"As regards our eastern neighbor, Russia, I have already recently spoken. It appears as if new Russia had declined for herself these violent plans of conquest. Whether Russia will or can act in the same sense on her allies I am unable to estimate. Doubtless England, with the assistance of her allies, is employing all her efforts to keep Russia harnessed to England's war chariot and to traverse Russian wishes for the speedy restoration of the world's peace.

Proffer of Peace to Russia

"If, however, Russia wants to prevent further bloodshed and renounces all violent plans of conquest for herself, if she wishes to restore durable relations of peaceful life side by side with us, then surely it is a matter of course that we, as we share this wish, will not disturb the permanent relationship in the future and will not render its development impossible by demands which, indeed, do not accord with the freedom of nations and would deposit in the Russian nation the germ of enmity. (Thunderous applause.)

"I doubt not that an agreement aiming exclusively at a mutual understanding could be attained which excludes every thought of oppression and which would leave behind no sting and no discord.

Military Position 'Never So Good.'

"Our military position has never been so good since the beginning of the war. The enemy in the west, despite his trrible losses, cannot break through. Our U-boats are operating with increased success. I won't use any fine words about them—the deeds of our U-boat men speak for themselves. I think even the neutrals will recognise that.

"So far as compatible with our duty toward our own people, who come first, we take into account the interests of the neutral States. The concessions which we have made to them are not empty promises. That is the case in regard to our frontier neighbors, Holland and Scandinavia, as well as those States, which, on account of their geographical position, are especially greatly exposed to enemy pressure. I am thinking in this connection especially of Spain, which, loyal to her noble traditions, is endeavoring under great difficulties to preserve her independent policy of neutrality. We thankfully recognise this attitude and have only one wish—that the Spanish people reap the reward of their strong, independent policy but further developing their power.

"Thus, time is on our side. With full confidence we can trust that we are approachin a satisfactory end. Then the time will come when we can negotiate with our enemies about our war aims, regarding which I am in full harmony with the supreme Army command. Then we will attain a peace which will bring us liberty to re-build what the war has destroyed in the unhampered development of our strength, so that from all the blood and all the sacrifices, an empire, a people will rise again strong, independent, and unthreatened by its enemies, a bulwark of peace and labor."

In speaking on the Socialist interpellation, Philipp Scheidemann, former Vice President of the Reichstag, defended the Socialist peace program of renunciation, and gave the Chancellor's baiters one of his typical grillings.

A motion to end the debate was lost after which the middle-of-the-road parties, made up of the Centrists, National Liberals, Progressive People's Party and German fraction presented a joint declaration approving the Chancellor's attitude.

Spahn Approves Chancellor's Silence

Following the Chancellor, Dr. Peter Spahn, leader of the Catholic Center Party, speaking in the name of the Centrists, the National Liberals, the Progressive People's Party and the majority of the German fraction, said:

"We are unanimously agreed that at present a thorough discussion in the Reichstag of our war aims, rightly understood, would not serve the interests of the Fatherland. The German people's desire for peace is directed toward a settlement which will guarantee the existence of the German Empire, her political, economic, and world power and freedom of development, and which would prevent forever our exclusion from the world markets which Great Britain desires. The German people also has confidence in a peace which will approach the aims the Chancellor definitely laid down in former speeches.

"We are at one with him today in refusing in the present circumstances to disclose to our enemies the details of our war aims. It is enough that the Government declares that it pursues neither boundless plans of conquest nor binds itself to thoughts of peace without annexations and without indemnities. If the enemy is combating Prussian militarism and the Hohenzollerns in the illustrious person of the Emperor, it will only result in bringing His Majesty closed to the hearts of the German people.

Would Hail Peace With Russia

"We resolutely oppose all enemy interference in our domestic affairs. We do not want to interfere in the domestic affairs of Russia. We are attentively following the struggle of that mighty people toward political and intellectual freedom. We should rejoice if the Government were ready at any time to conclude peace

(Continued on Page 14)

German Chancellor's Peace Offer To Russia And His Reason For Silence Toward Other Foes

In his speech to the Reichstag Chancellor von Bethmann Hollweg said regarding Russia:

If Russia wants to prevent further bloodshed and renounces all violent plans of conquest for herself, if she wishes to restore durable relations of peaceful life side by side with us, then surely it is a matter of course that we, as we share this wish, will not disturb the permanent relationship in the future and will not render its development impossible by demands which, indeed, do not accord with the freedom of nations and would deposit in the Russian nation the germ of emnity.

I doubt not that an agreement aiming exclusively at a mutual understanding could be attained which excludes every thought of oppression and which would leave behind no sting and no discord.

Of the other Entente Allies the Chancellor said:

It comes to this. Shall I immediately give our western enemies an assurance which will enable them to prolong the war indefinitely without danger of losses to themselves? Shall I tell these enemies: "Come what may we shall under all circumstances be people who renounce; we shall not touch a hair of your head. But you who want our lives, you can, without any risks, continue to try your luck."

"Shall I nail down the German Empire in all directions by a one-sided formula which only comprise one part of the total peace conditions and which renounces successes won by the blood of our sons and brothers and leaves all other matters in suspense?

"No, I will not pursue such a policy. That would be the basest ingratitude toward the heroic deeds of our people at the front and at home. It would permanently press down our people, to the smallest worker, in their entire conditions of life. It would be equivalent to surrendering the future of the Fatherland.

"Or ought I, conversely, to set forth a program of conquest. I decline to do that. [Cries from the Right: "We are not demanding that."] If it has not been demanded, then we are of one opinion. I also decline to set forth a program of conquest. We did not go forth to war, and we stand in the battle now against almost the whole world, not in order to make conquests, but exclusively to secure our existence and to establish firmly the future of the nation. A program of conquest helps as little as a program of reconciliation to win victory and the war.

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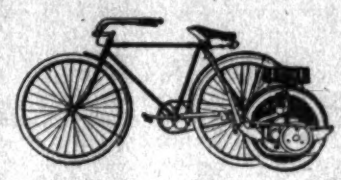

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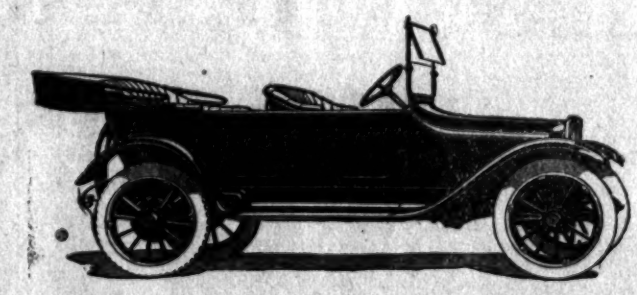

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MR. and MRS. C. W. NIEH wish to thank their friends for the sympathy shown to them in the loss of their eldest daughter, Kwang Yao, and to announce that a Memorial Service will be held at the Moore's Memorial Church, Yunnan Road, TODAY, June 24th, at 4 p.m. All friends are invited.
14258

Neutrals Who Feed Germany Now About To Starve!

SHORTLY after the entrance of the United States in the war, we pointed out in a leader that the neutral nations of Europe which have, to an unguessed extent, been supplying foodstuffs to Germany, would at an early day begin to sense a sharp change in the food situation. We said at that time that America, being in the war, would find that her first duty in the vital matter of bodily sustenance, was to herself and her Allies; that she would have to stint herself in order to supply her Allies, and that this being so, neutrals would face graver difficulties, multiplied of course by the German submarine campaign, in obtaining their own food supplies.

This was in April. Last week's cables show that the United States is being forced to shut down very sharply on food shipments to neutrals, and the newspapers from home, covering the month of May, reveal acute distress, even to the extent of hunger riots, in most of the neutral countries of Europe. Incoming crops may serve to stave off the worst conditions among these neutrals until next winter, but none of them is self-sustaining, especially with Russia cut off.

So that the statesmen of these remaining neutral countries peering into the future and seeing the usual alimentation from North and South America withheld because of Allied necessities, or sunk because of German atrocities, will be forced to a decision—and that decision is obvious and without alternative. It must be in favor of the Allies—even if they reviled the Allies which they do not, the decision must be in their favor for there will be no other way they can obtain food. They cannot get food by joining Germany and food they must have.

Politically they are all democracies. Therefore it is natural and to their bent that when a choice is forced upon them by the necessities of their situation, that choice must be in favor of democracy.

And when inclination and necessity form a combination the decision is without alternative.

In this connection we wish to quote some remarks by Mr. William B. Kahn in THE NEW YORK TIMES of May 12. Mr. Kahn, we take it, is one of those "disloyal" German-Americans that the Kaiser counted on, of whom 12 have been discovered since America entered the war out of a stock of somewhere between 12,000,000 and 19,000,000 German-Americans. THE CHINA PRESS has always maintained that the German-Americans were as real and loyal Americans as you would find; that they would divide on political issues like Americans sprung from other stock; (as they proved in the re-election of President Wilson); that they would do their best to keep their country from going to war with the country of their forefathers, unless and until their country was very distinctly in the right; that they would, in other words, act like Americans of any other descent—that they would comport themselves as Americans, in fact. And this they have done. And they have done it, whatever the heartburnings, as frankly and freely and fiercely as the early English, Scottish and Irish freemen turned on their homeland when it was wrong.

But here's Mr. Kahn's article, written on May 12:

"To one who, like myself, has firsthand and absolute knowledge of the enormous imports of foodstuffs into Germany from the five contiguous neutrals, Norway, Sweden, Denmark, Holland and Switzerland, it is amazing that the United States has not, as yet, taken steps to supervise with the utmost rigidity our exports to those countries. The plea that the extraordinary increase of our shipments to them is due to the fact that their usual sources of supply are closed and that we are merely supplanting their previous primary markets is wholly fallacious. The truth is that a very large percentage of the imports into Norway, Sweden, Denmark, Holland, and Switzerland is not for home consumption at all, but is for purposes of re-sale, the buyer in every instance being Germany or Austria. Or if the actual article imported it, indeed, consumed in the importing country, it is merely a subterfuge to release an equivalent amount of home-raised material for export to the Central Empires. It therefore becomes our bounden duty to take such steps now—at this very moment—as are necessary to prevent our products from reaching our enemies by devious routes. In my opinion such supervision of our exports will, indeed, have a most decisive effect in bringing the end of the war most appreciably nearer.

"About eight months ago I traveled by ferry from Gjedser in Denmark to Warnemunde in Germny, a trip across the Baltic of some two hours' druation. The very large boat has track accommodations for the transportation of trains, and on this trip every available inch of track was occupied by freight cars, each one of which was packed as tightly as possible with live cattle. Some two months later, or as recently as six months ago, I made the return trip from Warnemunde to Gjedser, and on this occasion the ferryboat was also filled with cattle cars, but this time all of them were empty. At that time there were two crossings daily in each direction, so that quite a little supply of meat entered Germany by this one route. I understood from trustworthy sources that in addition to the official ferry there were quite a few enterprising private ship owners who did a most flourishing trade between these two ports. But the traffic between Denmark and Germany which is carried on through Gjedser and Warnemunde is only a very small fraction of the entire trade between the two countries. The Danish province of Jutland and the German province of Schleswig-Holstein have a common border for a distance of about forty miles, over which a continuous interchange of commodities takes place. Again, the Danish provinces of Fyen and Laaland are separated from Germany by very narrow sheets of water, which are fairly alive with shipping between the two countries.

"When I was in Copenhagen on my way to Berlin a Danish friend informed me of the lack of provisions in Germany, but told me not to worry, as he would see that I was adequately supplied. There is located in Copenhagen a certain firm of provision exporters who seem to have the closest relations with the Danish Government. They make a business of exporting packages of foodstuffs to Germany, and every package bearing their seal is sacred in the eyes of the Danish frontier authorities. The package is never opened, never inspected; the fact that this firm's seal is there is a sufficient guarantee that it is authorised to leave the country. Now, as a matter fact, I received every week or so while I was in Germany food from Denmark amounting to nine pounds of butter, a ham, a large piece of bacon, and a very substantial sausage. I repeat that I received this amount every week or ten days. That thousands of well-to-do Germans are fed in the same manner is evinced by the fact that there is an enormous bureau in Berlin, with innumerable clerks whose sole function it is to regulate this imported supply of foodstuffs. Once, when I went to see why my provisions were delayed by this bureau, I was told by the official in charge that restrictions were about to be placed upon private imports, as the German Government itself was making huge purchases in Denmark and in Sweden, and they did not want the price forced up through buying of private individuals in Germany.

"In Bergen, on the west coast of Norway, I noticed in the railroad yards a great number of freight cars belonging to the various German State railways, most of them being from Baden. What they were doing there, how long they had been there, I was never able to learn, but the matter came back to me rather vividly when, on a trip between Berlin and Munich, I conversed with an engineer employed in one of the great steel works. He informed me that Germany had coal and iron in plenty, but was woefully lacking in those alloys which enter into the manufacture of high-grade steel. It was having a serious influence upon the quality of their shells, but, he said, they managed to get some of these alloys from Scandinavia.

"In the latter part of September I was returning to Germany from Switzerland. At Schaffhausen, the seat of the Swiss frontier inspection, there were innumerable freight cars loaded with coal and other com-

(Continued on Page 13)

Japan's People Have No Designs On United States

Even If They Wished To Fight Us, The Difficulties Would Be Almost Insurmountable, Says J. E. de Becker

The author of this article, an international lawyer who specialises in cases requiring knowledge of European, American, and Japanese laws, was born in London and went to Japan in 1887. He is the legal adviser to the Yokohama and Tokio Foreign Board of Trade, standing counsel of important foreign banks in Japan, and is known as a leading lawyer of Japan under the name of "Kobayashi Beika." He has contributed several works to Japanese legal literature, such as the "Annotated Civil Code of Japan," "Commentary on the Commercial Code of Japan," and "Elements of Japanese Jurisprudence."

By J. E. de Becker
(*New York Times*)

It must be obvious to any serious thinker that a systematic attempt has been, and is being, made to create and foment friction and misunderstanding between the United States and Japan by means of maliciously circulating cruel and damaging untruths reflecting upon the good faith of the Japanese Government and people. The virus has circulated to such an extent that even Mayor Curley, speaking in Faneuil Hall on Sunday, February 11, is reported to have been injudicious enough to express a hope "that the United States become involved with none of the European powers, but preserve resources for a test which is coming with Japan." He further declared Japan to be "the natural enemy of the United States on account of the Philippines and the endeavor to keep the door to China open," and asserted that "triumph over Russia has led Japan to believe she can conquer any nation, and she has selected the United States as her next victim."

It is deplorable that a gentleman in Mayor Curley's responsible position should allow himself to be deceived by the clamor of professional politicians, who either have axes to grind or are ignorant of the true circumstances, into taking a distorted and erroneous view of the situation: it is infinitely more deplorable that he should have given public utterance to an unfounded and damaging statement of a nature calculated to excite apprehension in the minds of Americans, and to wound the susceptibilities of the people of his country without achieving any useful purpose whatever.

Perhaps the views of one who really knows the Japanese may be of interest. I have lived in Japan (with the exception of visits home) for thirty years. I have had special opportunities of becoming acquainted with the people. I have always lived among the Japanese, and as the native language is as familiar to me as my own tongue, I am able to obtain information direct, and can gauge the sentiments of "the man in the street" fairly correctly. I was engaged in commercial business for several years, but for more than twenty years past have been in practice as an international lawyer, so my experience has been eminently practical, and I am not likely to indulge in making illogical or willfully overdrawn statements.

Permit me to say:

1. The idea that Japan is in any sense the enemy of the United States is utterly fallacious.

2. There is no "test" coming with Japan unless America herself deliberately starts a quarrel. Neither America nor Japan desires to fight, and I cannot conceive of any imaginable casus belli between the two nations.

3. Japan is the natural friend and not the natural enemy of the United States. The Japanese fully recognise the debt of gratitude they owe to the United States for numberless kindnesses in the past, and I can think of no question arising which cannot be solved in an amicable manner by the Governments concerned. Japan is bound to the United States by many close ties, both material and sentimental.

4. It is grossly untrue that "Japan has selected the United States as her next victim." Japan has never had any "victim" in the sense implied, and the innuendo is offensive. Her wars with China and Russia were virtually forced upon her, and were waged for reasons of self-defense and not for aggrandisement; and the annexation of Korea was recognised by the Koreans themselves as inevitable in view of the political circumstances of the Far East.

I have an intimate acquaintance with the history of the facts underlying those political upheavals. Japan had the choice of being disgraced and humiliated, and having her national existence and development endangered, or of fighting to maintain her position as a self-respecting power. Can she be blamed for choosing the arbitrament of the sword under such critical circumstances? In a similar position, would the United States, or any other power, sit down with folded arms and meekly acquiesce while contiguous States were actively planning movements distinctly inimical to her national interests?

5. The Japanese people at large are well aware of their own limitations, and I have not noticed any symptoms of the Government's suffering from an excess of egotism. Naturally, some Chauvinists are to be found in every country, but, fortunately, they are in the minority in Japan, and the rank and life of the Japanese are quiet, hard-working, contented, reasonable folk, who ask only to be left alone to go their own way in peace and quietness. The people here have no desire to pick quarrels with other nations, the sole raison d'etre of the army and navy being defense and not defiance or aggression.

The idea that Japan has sinister designs either on the United States or American colonial possessions is simply absurd, and I can testify that, although I have a wide acquaintance with all sorts and conditions of men, I have never heard the slightest suggestion giving color to this extraordinary figment of the imagination. The idea that the Japanese are "deep" and "secretive" is erroneous. If you speak their language fluently they will chatter away just as freely and frankly as other people. I can honestly affirm that I have never heard a single word revealing any desire to attack the United States, although I have heard some rather sharp criticisms of the extremely ungracious and brusque remarks indulged in by ignorant and boorish politicians on the Pacific Coast. I submit that this is pretty sound evidence that Japan has no lurking ambitions calculated to imperil her excellent relations with America.

Quite recently a German plot was discovered, the ultimate object of which was to endeavor to entice Japan into ranging herself with Mexico against the United States. When the news arrived here it called forth a veritable storm of indignation from the Japanese against Germany.

It is a pity that the people who permit themselves to inveigh against and denounce the Japanese in severe terms do not study actual conditions before giving vent to intemperate utterances, and it is a matter for profound regret that they do not pause to consider the unfortunate effect produced on the public mind when these unprovoked, vituperative, or sneering speeches are cabled out to Japan and published under exaggerated captions in the columns of the vernacular press!

As to the idea of a war with America, even if the Japanese wished to fight her—which is just about the last thing they desire—the practical difficulties would be almost insurmountable. In the first place, how many men would Japan have to transport to the United States over thousands of miles of sea, and how about the enormous quantity of material which would be continously required to equip them? In the second place, would America sit down with folded arms quietly awaiting development? In the third place, how would Japan protect herself against her immediate neighbors while the flower of the army and navy were abroad on such a futile expedition? In the fourth place, how about Great Britain?

The first movement against the United States or her over-seas possessions would completely destory the Anglo-Japanese Alliance, because it is certain that no British Cabinet could weather the fury of the storm which would arise against the alliance if Japan made an attack on America.

And how about Japan's trade with America? Who takes Japan's silk, tea, and large quantities of other commodities manufactured here? Any stoppage of her trade with the States would be most disastrous and spell bankruptcy for thousands of manufacturers, artisans, and merchants, and no sane Government is going to be mad enough or wicked enough to perpetrate a crime for which there could be no sufficient justification and which would lead to both foreign and domestic disaster.

The Japanes people are just plain, ordinary human creatures, and, on the average, are neither better nor worse than the people of other races or nationalities. I do not claim (like some ridiculous publicists) that they have no faults. They have plenty of faults, just like we all have, but in the main they are chivalrous, high-minded, and politically punctilious in dealing with other nations; and whatever may be said to the contrary by irresponsible detractors, I am certain that the Japanese will never be guilty of Punic faith, but will play the international game fairly and squarely under all imaginable circumstances, and up to the very hilt.

The whole trouble seems to have started on the Pacific Coast, where large numbers of low-class Japanese immigrants of the Yamadashi type flocked in search of remunerative work. (The word Yamadashi is applied to the most benighted class of rustics. It means "people who have deserted their mountains.") This precipitated economic and social disturbances which injuriously affected the interest of others, and rendered their presence more or less of a problem. But while this difficulty has aroused resentment against the Japanese immigrant, comparatively little has been said about the hordes of undesirable Europeans who have swarmed into the States, and—forsooth!—been welcomed into the bosom of the Republic!

Compared to these immigrants from Europe, the Japanese coolie is a natural gentleman, because he is not nearly so brutalised as his European brother of a similar class; and as regards the theory that the Japanese cannot be absorbed into the body politic because of some racial distinction, this has no foundation whatsoever. Of all people in the world the Japanese are particularly impressionable, and can therefore easily adapt themselves to new environment and conditions; and children of the Japanese race, brought up in the States and trained in the schools there, will assuredly prove just as patriotic Americans as those of any other section of the community if treated as citizens and accorded equal privileges. The notion that they differ radically in this respect from the members of other races is an entire mistake.

The Japanese are not a tall people, but they are sturdy, and their average physical development will compare favorably with that of other races; and as regards their mental makeup, the modern Japanese State is an example of the sagacity of its clear-headed builders. In the whole history of the world, has any nation been able to do what the Japanese have done in the short space of some sixty-odd years? The people are not perfect, and many of their institutions sadly need drastic reform, but still the actual achievements of the nation are worthy of much praise, and had not the race possessed inherent capacity, it would have been impossible for its members to have done what they have.

And yet, notwithstanding all this and in spite of their having "made good," we hear these people being reviled, lied about, and willfully misrepresented, for no better reason than the fact that they are "Asiatic"—which term, in the minds of the masses, seems to embrace everything which is mean, vile, and contemptible. It does not seem to have occurred to some Western minds that a man can come from Asia and yet be a gentleman in every sense of the word; that human nature does not change with latitudes and boundaries; that Occident and Orient are fundamentally the same when one probes beneath the outer crust and mark of custom induced purely by accidental environment; that the good, the pure, the beautiful are just as much in evidence in the East as in the West, and that the Oriental standards of heroism and chivalry do not differ from ours in real essentials.

Moreover, it must be remembered that a society is made up of all sorts and conditions of men and that Japan contains a large body of eminent professional and scientific persons who would make their mark in any country and easily hold their own among the cultured classes in America.

No, the Japanese people have no designs whatsoever on the United States, and those misguided politicians who spend their time and energy in working up bad feeling between America and this empire by playing upon the ignorant fears of their constituents and drawing highly colored pictures of the iniquitous doings of the "crafty Japanese" and their alleged cunning, diabolical schemes to wreck the peace of the East, richly deserve a short shrift and a long rope, and ought not to be permitted to go howling and snarling through the country, sowing the tares of international discord and enmity. As George Washington pointed out in his "Farewell Address," it is dangerous to encourage inveterate antipathies against any particular nation, because it disposes the two States concerned more readily to offer each other insult and injury and to quarrel over slight causes of umbrage when accidental or trifling occasions of dispute occur.

At the moment of writing I bear in mind that only a few short days ago the Japanese papers were full of the most sympathetic references to the late American Ambassador, the Hon. George W. Guthrie, and the good feeling expressed and displayed by all classes of the community shows that the pitiful heart of this nation beats in unison with the great heart of America, and that one touch of nature makes the whole world kin. Not only that, but the Imperial Government, wishing to testify the deep respect in which the person of the deceased was held, and desiring to manifest the cordial sentiments of the nation toward the people of the United States, has placed a cruiser at the disposal of the American authorities to convey the honored remains of the Ambassador back to the country he loved so well and served so faithfully. Could courtesy and sympathy devise any kinder or more delicate attention than this?

Believe me when I say that in dealing with the Japanese people as represented by the Japanese Government America can safely afford to meet them frankly and trust their plighted word, for she will be dealing with conscientious, high-principled, chivalrous gentlemen, who are far too jealous of their country's honor ever to violate their undertakings or to act dishonorably or treacherously.

The Japanese, just like the Americans, desire to protect their national life, liberty, and independence, and to maintain their right to the free pursuit of happiness; and, also like America, Japan's political principles are to observe good faith and justice toward all nations, and to cultivate peace and harmony with all. In the final analysis the aims and ideals both of Japan and the United States are identical, while their political objects are not antagonistic; therefore I can see no reason to anticipate any collision between the two powers; but, on the other hand, I submit that there is every reason to believe that they will continue to cooperate whole-heartedly in a sincere endeavor to promote good international relations and thus act as beneficent guardians of the world's peace.

MAISON DE MODES

Mme. Linoff begs to notify her customers that she is leaving for Europe on July 17, and ladies who wish to have work put in hand before that date are requested to consult her in good time.

Her establishment will be closed during August.

Mme. Linoff will give her personal attention to special orders for fur coats, &c., &c. from Russia.

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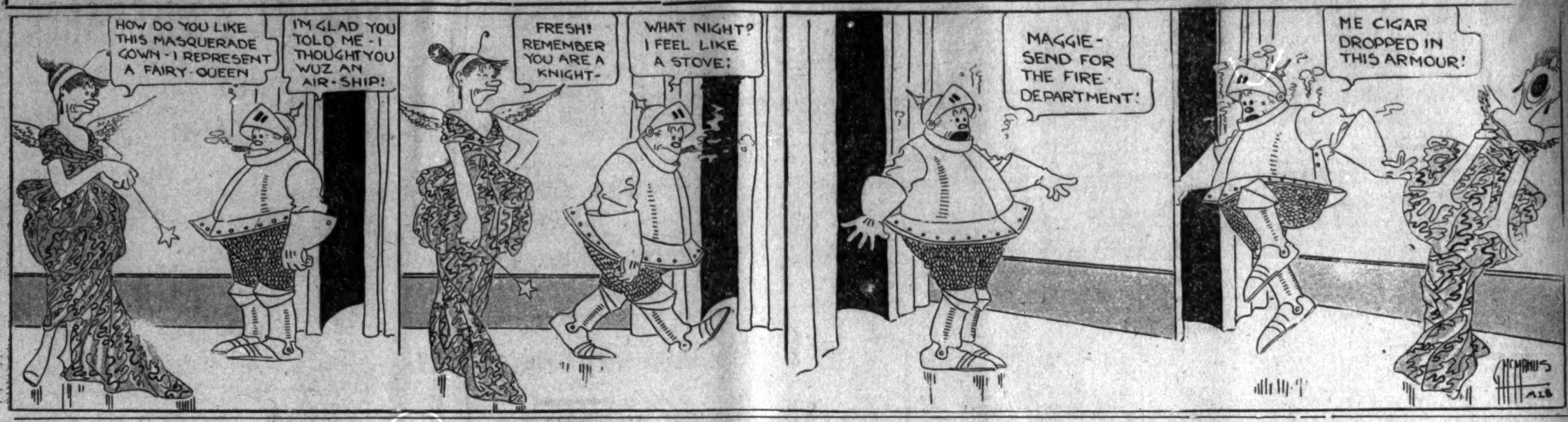
Bringing Up Father

By George McManus


HOW DO YOU LIKE THIS MASQUERADE GOWN - I REPRESENT A FAIRY-QUEEN
I'M GLAD YOU TOLD ME - I THOUGHT YOU WUZ AN AIR-SHIP!
FRESH! REMEMBER YOU ARE A KNIGHT-
WHAT NIGHT? I FEEL LIKE A STOVE!
MAGGIE - SEND FOR THE FIRE DEPARTMENT!
ME CIGAR DROPPED IN THIS ARMOUR!
GMCMANUS

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

The Tragedy Of Drink In The Human Mouth

"A close mouth catches no flies."
—CERVANTES.

"O God, that men should put an enemy in their mouths to steal away their brains!"
—SHAKESPEARE.

"To lyfe so short, the craft so long to lerne,
Th' assay so hard, so sharpe the conquering."
—CHAUCER.

To Dear Dad At The Front!

"As soldiers in the trenches received a letter from his little boy, which he sent to London with a pitiful appeal for help.

"'Kindly do what you can for me and the well-being and welfare of my four beautiful children, the poor soldier wrote: 'I am enclosing a fearful letter I have received from my poor little lad, 14½, the first and only letter I have received from him. Sir, I shall be most anxiously awaiting your reply, for this letter is the greatest blow I have ever received.'

"This is the little boy's letter:

"'Dear Dad, Just a line to let you know how everything is at home. Mother is drunk for a fortnight and sober for a week for months and months. I've stuck it now for seven months, and can't stick it any longer. I tried to get into the Navy and passed all the tests, but mother would not sign the papers, for which I am sorry. If mum would sign I could go away to Portsmouth on Thursday, but she will not.

"'At the present moment she is half drunk and keeps jawing me so that I could knife meself. I've lost my new job because mum would not wake me in the morning, and nothing for breakfast, and had to get mine and the children's tea at teatime. It pains me to write like this, but I can't help it. I now seek your advice as to what to do. I hope You will enjoy Xmas although there is not much hope for us. I now conclude with fondest love, X.

"'Your heartbroken Son,
"'LESLIE.'"

A Terrible Indictment

Arthur Mee has just written a very powerful and terrible indictment of the devilry of the drink traffic *as it has manifested itself during war time.*

He calls it "The Fiddlers, Drink in the Witness Box," and the fury of his indictment goes out against those "fiddlers" who had the power to stay this evil but have not used it. (Morgan & Scott. 3d.)

Here is the accusation, as stated by Mr. Mee:

"The time has come when it should be said that those responsible for our country now stand on the very threshold of eternal glory or eternal shame. They play and palter with the greatest enemy force outside Berlin. The news from Vimy Ridge comes to a land whose rulers quail before an enemy within its gate.

"Not for one hour has the full strength of Britain been turned against her enemies. From the first day of the war, while our mighty Allies have been striking down this foe within their gates, Britain has let this trade stalk through her streets, serving the Kaiser's purposes, and paying the Government £1,000,000 a week for the right to do it.

"She has let this trade destroy our food and bring us to the verge of famine; she has let it keep back guns and shells and hold up ships; she has let it waste our people's wealth in hundreds of millions of pounds; she has let it put its callous brake on the merciful Red Cross; she has let it jeopardise the unity and safety of the Empire—for it may yet be found, as Dr. Stuart Holden has so finely said, that the links that bind the Pax Britannica are solvable in that great chemist's solvent, alcohol.

"The witnesses are too great to number; we can only call a few. But the indictment is heavy. I charge this trade with the crime the King laid at its door two years ago, the crime of prolonging the war; and the witnesses are here at the bar of the people. The verdict is with them, and the judgment is with those who rule."

Why This Waste?

"The biggest thing ever set up on earth is the Great Pyramid. It is 80,000,000 cubic feet. The food destroyed by drink during the war would make two Great Pyramids, both bigger than the Pyramid of Egypt.

"The longest British railway is the Great Western; it is over 3,000 miles, but it would not hold the food destroyed by drink since war began. If every inch of it were crammed with waggons, the Great Western Railway would need hundreds of miles more line to hold the train-loads of food destroyed.

"The are about 750,000 railway waggons in the United Kingdom, but if the Drink Trade had them all they would not hold the food it has destroyed; it would need hundreds of thousands more.

"There are about 30,000 engines on our British railways, and if the food destroyed were made up in trains of 125 tons apiece, all our engines would not pull them; we should still want 10,000 more."

While Famine Came

"So vast is this incredible quantity of food destroyed by an enemy trade while famine has been coming on. We should have saved it all if Parliament had followed the King, and it would have given the whole United Kingdom its flour rations for nearly a year. Take it at its minimum scientific human food value, and on the basis of our rations in April, 1917, it would have given us:

Flour for the whole
United Kingdom ..... 43 weeks.
Sugar for the whole
United Kingdom ..... 33 weeks.

"Our three War Governments, confronted with the increasing certainty of at least a three-years' war, have allowed the Drink Trade to destroy this vast reserve of food. It will not do for Mr. Lloyd George to blame his predecessors; he has carried on their policy of food destruction."

Hoarding Up Munitions

"Nobody will object to any sacrifice to make munitions; the Government can take the bread out of our mouths for that. But there is in stock 156,000,000 gallons of spirits, every drop of which could be used for munitions. It is almost certainly enough to make all the munitions we shall want to win the war.

"What should we say if Vickers were storing up guns, if Cammell Lairds were storing up ships, if Armstrongs were storing up shells? But the Drink Trade is hoarding up munitions.

"Every ounce of this alcohol in bond for 1920 could be for winning the war, but it is being kept for losing the peace, and, instead of using it, the Government is making new alcohol by destroying 740 tons of food a day. It is the most sinister example the war has given us of the power of this trade. That is the unparalleled scandal of the food destroyed to make a drink trade dividend in years to come."

Prohibition Now

As you read the burning facts in this book you ask exactly how much of crime and disorder must the country endure before it takes the evil in hand and throttles it.

One of the most terrible chapters is that on "The Soldier's Home," which shows how drink has smashed the soldier's home in his absence. Think of any soldier receiving at the Front the letter quoted above! Other chapters deal with drink in the firing line, and show how it interferes with the Red Cross work, kills wounded men, stabs the Army in the back by diseasing it, and saddens homes in the far Dominions which have sent their sons to help us. Chapter and verse are given for all this terrible evidence.

"The united moral forces of the nation," concludes Mr. Mee, "would rally to the Government instantly on an Act of a few words such as this:

"That the manufacture and sale of alcoholic beverages be totally prohibited in the United Kingdom for the period of the war and demobilisation, and that a committee be appointed to deal with all the private and public interests concerned; and that it be resolved upon, here and now, that reconstruction be accompained by universal local stroke."

"Absinthe in France," says Mr. Gibbs, "was banned by a thunderstroke."

"If we put vodka back," said the Rusian Minister of Finance, "there would be a revolution in Rusia."

Neutrals Who Feed Germany About To Starve!

(Continued from Page 12)

modities from Germany. What was sent back in exchange I do not know, but I have little reason to doubt that considerable quantities of foodstuffs found their way back across the border. I myself carried back with me some pounds of sugar, bread, and meat, which the Swiss frontier guard inspected and passed. I may mention, incidentally, that in Oberndorf, a small town of Wurttemberg, not far from the Swiss border, there were building the most enormous factories I saw during my entire stay in Europe. In this town are located the plants of the Mauser gun works; these new factories were either tremendous extensions of these plants or, as I am more inclined to believe, new munitions plants.

"The meagre breakfast at the Adlon Hotel in Berlin could be supplemented each day by fish and cheese. Careful inquiries revealed the fact that the cheese originated in Holland and in Switzerland, while the fish came mainly from Norway.

"I cite these few experiences (which I can multiply many fold) to prove that large quantities of foodstuffs do enter into Germany from the contiguous neutrals. All of these are dependent upon the United States for a great part of their sustenance. Why we should not take the most radical means, as a belligerent, to starve Germany and so end the war, is difficult for me to comprehend. It is our duty to utilise every fair and legal weapon in our hands to defeat the enemy, and nothing will conduce more to this than the most careful supervision of our exports to Norway, Sweden, Denmark, Holland, and Switzerland."

It will be noted that Mr. Kahn, who as a German-American, has travelled freely in Germany until very recently, is now giving his own country the benefit of his very close and intelligent observations. He is at war with Germany, with that full pressure German-American efficiency which helped to upbuild the United States and which all Americans of whatever ancestry delight to honor. And all his countrymen save 12 out of 112,000,000, with him!

Engagement Rings
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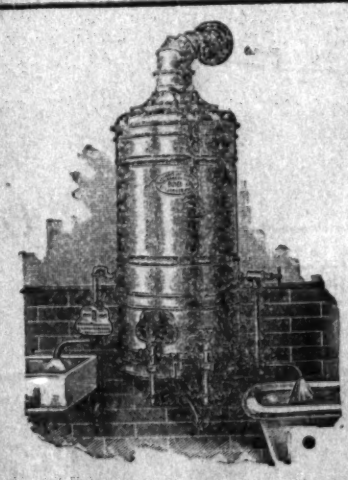

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Bethmann Hollweg Flatly Declines Discussion Of Peace Aims

(Continued from Page 11)

with Russia and establish permanent good and neighborly relations.

"The German people maintains its determination to uphold the imperial idea of protection of our political, religious, and economic treasures. The spirit of the Easter message insures continued development of our national life. The people look with complete confidence to its Emperor. We are sure that our people will indorse the reserve which the Chancellor enjoins, and our watchword must be 'Close the ranks!'"

Agrarian Attacks Chancellor

In the debate preceding Dr. von Bethmann Hollweg's address Herr Roesicke, Conservative and President of the German Farmers' Union, in bringing forward on behalf of his party an interpellation in connection with Germany's war aims, said:

"While our brave troops maintain with streams of blood our territorial gains, the Social Democratic Party urges the imperial Chancellor to conclude a peace without any indemnity and without any annexation. The Imperial Government has met the Social Democratic demands to such an extraordinary extent that this party enjoys preferential treatment beyond that accorded to other parties, and the Imperial word, 'I know no parties,' is rendered valueless.

"In a statement recently published in the Norddeutche Allegemeine Zeitung we see a far reaching similarity with the declaration of various party committees concerning our relations with Russia. The Austro-Hungarian Government has allowed to be issued through the press declarations which are not far removed from the views of the Social Democratic Party's resolution. Telegrams were exchanged between the Imperial Chancellor and Count Czernin [Austro-Hungarian Foreign Minister] emphasising the mutual agreement between the two countries. It can therefore be assumed that the Imperial Government met also in this case the Social Democratic wishes."

Herr Roesicke then quoter Philipp Scheidemann, leader of the majority Socialists, as expressing the opinion that the Imperial Chancellor was in accord with the Socialists. Referring to the Norddeutsche Allegemeine Zeitung's cautious comment, the speaker exclaimed: "This obscurity must be removed!"

Calls Socialists Anti-National

Herr Roesicke proceeded to denounce the Socialist aims as sinister and anti-national and as tending to a prolongation of the war, since, he said, the Entente based their hopes on German disunion.

"President Wilson," Herr Roesicke continued, "wants no peace with the Hohenzollerns, but the monarchy is too deeply rooted in German hearts for the malignity of the Entente or of President Wilson to be capable of destroying it."

He said the Germans acknowledged that Russia was keeping faith with her allies, while from Germany disloyalty to the Hohenzollerns was expected. Proceeding to denounce the Socialist aims and expressing doubt as to the Government's "will to victory," Herr Roesicke continued:

"The desire for renunciation of annexation and indemnity gives our enemies a charter to prolong the war without risking anything. A rejection of the renunciation proposals by the Reichstag will be a manifestation of our strength and of our will to secure an enduring peace which will safeguard Germany's future. The nation remands a clear reply."

The speech provoked cheering from the Conservatives and hisses from the members of the Left.

Calls Annexationists Robbers

Philip Scheidemann, in introducing the Social Democratic interpellation, said:

"The party's decision does not demand immediate peace, but action by the Socialists of all countries. My Breslau utterance was to the effect that the Chancellor had stated he had nothing to do with the memorial which had incited our enemies to agree with Herr Roesicke, that we must emerge from all obscurity, and that the Chancellor must say what he wanted.

"We adhere to the same point of view as contained in the demand of Aug. 4—the territorial integrity of Germany and her economic independence and development; but today we still refuse to oppress foreign peoples. On both sides the nations are being put off with the promise of an imminent final decision. It is our task to expose this playing with the life of peoples, and we cry to all Governments, 'It is enough!'

"We are convinced that the Central Powers will stand fast in repelling intentions of annihilation, but also that the wishes of the French, English, and German annexationists shall not be realised. Thus think the Socialists, and million are with us.

"The supporters of conquest shout for increase of power, increase of territory, money, and raw material. That can only be wanted by a nationally organised gang of robbers. [This statement provoked a storm of indignation on the Right.] The drawing of the Kaiser into this agitation has as a result that abroad the Kaiser is made responsible for Pan-German madness and the outbreak of war, and that he is continually being insulted.

"Peace by agreement would be good fortune for Europe. Ninety-nine per cent of all the peoples look with hope and longing to Stockholm. If France and Great Britain renounce annexation and Germany insists thereon, we shall have a revolution in the country."

'Long Live Peace! Long Live Europe!'

There were prolonged shouts of indignation at this and cries of "Shame! Stand down!" The President called Herr Scheidemann to order, but Scheidemann continued:

"It has not gone so far as that yet; the enemy does not renounce annexation. A peace just to all parties should be concluded. I am firmly convinced that no peace can be concluded without an alternation of frontiers, and that must be arranged by mutual understanding. I am bitterly opposed to the slaughter of another million men simply because certain Germans desire peace that would follow conquests. Long live peace! Long live Europe!"

Predicts a German Republic

The Independent Socialist, Georg Ledebour, was even more outspoken than Herr Scheidemann. He said:

"The Chancellor doubtless desires annexations both in the East and West. With the exception of extravagant visionaries, nobody believes that Germany can win a war of subjugation. The Russian Socialists have made an offer which opens up the possibility of peace. This is what the Chancellor forgets. It is true that a separate peace with Russia cannot be achieved, but the Russian Government can convert the Entente, and in this direction we ought to assist it.

"Herr Scheidemann must take up the cudgels against the Government if he does not want strong words, which do not shrink even from the announcement of a revolution, to be followed by deeds. We are convinced that events must happen in Germany as they have happened in Russia. That is what those in power are working for. We must soon introduce a republic in Germany, and we shall propose that the Constitution Committee take preparatory steps in that direction."

Dr. Eduard David, Socialist, admitted that the Chancellor had said nothing incompatible with the Socialist conception of a good peace, but he complained that his tactics were unfortunate.

"Our tactics," said Dr. David, "would promote peace currents in enemy countries."

The Chancellor's announcement of unanimity between the German and Austro-Hungarian Governments was important, said the speaker, because the Vienna Fremdenblatt had voiced the Austro-Hungarian Government's renunciation of aggressive plans against Russia.

"The Chancellor's statements regarding the possibility of peace are the most valuable heard in debate," said Dr. David. "Let us hope they will reach Russia unaltered. An overwhelming majority in the Reichstag approves of the attitude of reserve toward Russia. A peace by agreement alone will give us freedom in our economic life. International courts of arbitration will crown the work of mutual understanding.

'Enrapturing' U-Boat Successes

"Philip Scheidemann's references to a revolution have been misunderstood. He has not threatened one, but has only pointed to an event that we do not desire, but toward which the Conservatives are working with their policy."

Herr von Graefe, Conservative, expressed the conviction that Germany's submarine war, with what he termed its almost enrapturing successes, was bringing nearer the possibility of peace negotiations, and that a renunciation of everything at the present moment would not ease the mind of the German people. It was regrettable, he said, that Herr Scheidemann should make threats such as never before has been heard in the Reichstag, and the rejection of Scheidemann's peace proposals would not mean a war of conquest.

The speaker said the Chancellor had not brought clearness to the issue, and added: "We say to the Emperor, therefore, 'Hearken to your people.'"

The discussion then closed.

BIG GERMAN SLAVE RAID

London, May 17.—From an official Belgian source it is learned that in the army zone of Belgian Luxembourg the whole male population between the ages of 15 and 65 has been carried off for work on the Franco-German frontiers.

The women have been registered and divided into three groups—those who must work in the fields in place of men; those who are to stay at home to care for young children; and those to be put at the disposal of the German authorities for an unknown purpose.

Barbed-wire fences have been requisitioned throughout the whole of the country.

STRIKE AT MONTE VIDEO

Buenos Aires, May 17.—A telegram from Monte Video states that a general strike of 5,000 employees has resulted in the indefinite closing of United States packing houses.—*Exchange.*

Monte Video, Uruguay, May 17.—Hot fighting is in progress. Police and troops are trying to disperse the packers. There are many casualties.

ILL THROUGH NEGLECT.

There are many people, including most women, who will take far more trouble about anyone else's health than their own. This sort of unselfishness is not really kind; it is not right. A person in bad health is always a burden in some way or another. To save others from becoming a burden, and allow one's self to become an invalid, is neither wise nor generous.

Science shows that nine-tenths of the ills which afflict mankind, and women especially, are due to poor and thin blood. This is Anæmia—too little blood, and blood that is not good. From the moment you realise that new blood will put an end to a number of ailments—rheumatism, nervous weakness, indigestion, bloodlessness, and the headaches and backaches of the fair sex—you know that a remedy is in you own hands. For it is well known and proved that Dr. Williams' pink pills for pale people are able to make abundance of new blood, and this blood the richest and purest, such as flows in the veins of vigorous, healthy people. It is important, though, to get the genuine Dr. Williams' at shops, or direct from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai (who send one bottle for $1.50, or 6 for $8, post free), for substitutes do not help you.

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Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

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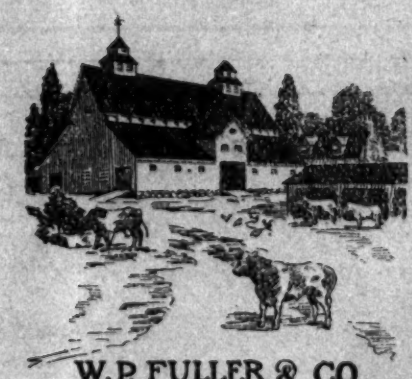

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WILSON APPOINTS HIGH COUNCIL TO PROMOTE WORK OF RED CROSS

Concentration of Administrative Action In Matter Of Relief Seems Absolutely Necessary, President Says

HENRY P. DAVISON WILL HEAD THE NEW BOARD

Appeal Made for Aid, Great Or Small—All the Machinery Of J. P. Morgan and Co. Is At Organisation's Disposal

Washington, May 10.—In order that the work of the American Red Cross may be enhanced, not only on the battlefield but in affording relief to civilians who have been the victims of German atrocities, President Wilson today appointed a war council, whose duty it will be to assume direct supervision of the work to be performed by that organisation.

Henry P. Davison of the firm of J. P. Morgan & Co. is to be Chairman, and the other members will be Edward N. Hurley of Chicago, former Chairman of the Federal Trade Commission; Charles D. Norton, Vice President of the First National Bank of New York; Grayson M. P. Murphy, First Vice President of the Guaranty Trust Company of New York; Cornelius N. Bliss jr., Treasurer of the Republican National Committee, and Eliot Wadsworth, Acting Chairman of the Central Committee of the American Red Cross.

Mr. Wilson's Statement

Following the appointment of the members of the war council, the President issued the following statement:

"I have today created within the Red Cross a war council to which will be intrusted the duty of responding to the extraordinary demands which the present war will make upon the services of the Red Cross both in the field and in civilian relief. The best way in which to impart the greatest efficiency and energy to the relief work which this war will entail will be to concentrate it in the hands of a single experienced organisation, which had been recognised by law and by international convention as the public instrumentality for such purposes.

"Indeed such a concentration of administrative action in this matter seems to me absolutely necessary, and I hereby call upon all those who can contribute either great sums or small to the alleviation of the suffering and distress which must inevitably arise out of this fight for humanity and democracy to contribute to the Red Cross. It will be one of the first and most necessary tasks of the new war council of the Red Cross to raise great sums of money for the support of the work to be done and done upon a great scale. I hope that the response to their efforts will be a demonstration of the generosity of the American people and the power of genuine practical sympathy among our people that will command the admiration of the whole world."

Ready With All Resources

That the entire machinery of J. P. Morgan & Co. will be placed at the disposal of the American Red Cross for whatever service may be necessary, was the statement made this afternoon by Mr. Davison.

"If Morgan & Co. can be of use in the purchase of supplies or in aiding the Red Cross in any way, its organisation will be cheerfully donated for such a purpose," he said.

Discussing Red Cross work and the duties ahead of the body of which he is Chairman, Mr. Davison said:

"The situation is very extraordinary. The amount of money that can be spent in Red Cross work is very large. Many millions of dollars will be needed, but we cannot estimate in figures. The American Red Cross has a peculiar service to render to civilisation. We are very late in getting into the war, but if we get the necessary responses to our appeals we can make our imprint on the minds of the rest of the world. We must get at it immediately. We must anticipate conditions and requirements rather than meet them when we are brought face to face with them.

"I have been to Europe three times since the war started. All France had been forced to the limit of human endeavor. The recent western drive has found the people without the bare necessities of life. They have no cooking utensils, no agricultural implements, no farm products. All were destroyed by the German army.

"We should get over into the stricken section in time to make these people support themselves, enable them to 'turn their own wheel' and furnish them with temporary quarters. We must convince the rest of the world that we are active and quick to respond to appeals for help. While we must always be in shape to take care of the situation at home, the immediate work of the American Red Cross must be performed on the other side."

Mr. Davison declared that it was the present plan to send at once to France an effective organisation of Red Cross workers to study the situation there and report upon the relief work that is necessary.

"We are going just as far in this work as funds will permit," he declared. "We will extend relief to sufferers in Russia if the American people respond to our appeals for financial assistance. If we can get the story to the people of the country we can get the money. With an effective organisation and ample funds to prosecute the work the American Red Cross will contribute greatly to the end of the war as well as in alleviating suffering."

Advise 600 Chapters

Telegrams were sent out to the 600 chapters of the American Red Cross today announcing the appointment of the council and the necessity for immediate action in appealing for funds.

"The active campaign for money," said Mr. Davison, "will start early in June and we intend to place a limit when subscriptions to the Red Cross fund will be received. The American people have a duty to perform to humanity and with hearty co-operation on their part and quick response to appeals for aid, the Red Cross organisation of this country will be in a position to render effective service in the shortest possible time. We are a voluntary organisation and are not surrounded by red tape."

Italian War Mission Slips Into New York

ITALIAN WAR MISSION. ©INTERNATIONAL.

Italy's war mission to the United States slipped into New York City unheralded and unannounced. All of the mission is now in the United States, with the exception of the Duke of the Abruzzi and Senator William Marconi, inventor of the wireless telegraph. Those in the photograph, left to right, are Alvise Bragadini, of the Transportation Department; General Guglielmetti, Military Attache; Enrico Arlotta, Minister of Marine and Transportation; Commander Vannutelli, representing the navy; G. Pardo, of the Department of Industry and Commerce, and Gaetano Pietra, of the Agricultural Department.

KING AND QUEEN VISIT AMERICAN GUNNERS

Inspect Armament Of The Finland And Engage Gun Commanders In Conversion

Liverpool, May 15.—King George today paid a visit to the American Line docks here. Captain Hill, commander of one of the liners, and Lieutenant Stanton L. H. Hazard, U. S. N., were presented to him. The King during his visit inspected the American gun crew aboard the vessel and engaged Lieutenant Hazard in conversation for some minutes.

Later King George at his own request visited another liner where Lieutenant King, U. S. N., was presented to him.

GERMAN WAIL FROM POLAND

Memorial to Berlin Government Says There's No Letup in Hatred

The Polish press in America is circulating a memorial or petition recently addressed to the German Government by German residents in Poland begging that Government to grant no more concessions to Poles, because by these concessions the Poles may become a veritable menace to the empire.

The document takes up the concessions from the attempt to revive the Polish kingdom to the reopening of the University of Warsaw and declares that the Poles are not only ungrateful for the benefits bestowed upon them, but actually use them in a "treasonable" fashion, as the German Government will ere long learn. For, after saying that an army of 700,000 would volunteer in Russian Poland, the Government managed to enroll exactly 700. The memorial then proceeds:

"Confident in the powerful aid of the German Government, the Germans in Poland have hitherto refrained from asking help from the German nation. They have not taken trouble to explain to the German people that the report of Polish friendliness toward the Germans is false. But the conception of such amicable relations has been iterated and reiterated throughout Germany in speech and writing, and the Governmental spheres themselves appear to share in the belief that such condition actually exists. We therefore feel obliged to declare most emphatically that this belief is a grave error, and one which may lead to fatal results, more especially if the faith in Polish amity should become the basis of the future disposition of the occupied Polish territory.

"We Germans, born and living in Poland, are more competent to appraise the condition of this country and its people than most of the residents of Germany living afar, and that we ought to give expression to our views. Therefore we declare solemnly not only that we do not consider the Poles as friendly to the Germans, but that on the contrary we have learned to regard them as mortal enemies of Germanism, and more especially of the German Empire. Nothing whatever, no concessions, no consideration, will change them into friends of Germany.

"Even should their secret wish (which is as strong today as during the revolution in Russia) be fulfilled, and the old Kingdom of Poland restored in its old boundaries, with Lithuania, Volhynia, Podolia, Galicia, including even the German Ost Mark (i. e. Poznania and West Prussia); should even this be conceded to Poles even then we would not gain a new friend for the German State, but would gain a stronger foe. For this reason we regard any strengthening of the Polish power, under whatever form, as a menace to the German Empire, and especially to the Germanism in the eastern provinces and in the adjacent portions of Poland. This menace could be removed, in our opinion, only by completely separating the latter districts from the center of Poland, from Warsaw. Therefore we favor the shifting of the eastern frontier of Germany eastward, to include the adjoining Polish territory, especially parts where Germans are fairly numerous (the provinces of Kalisz, Piotrkow and Plock.)"

"Again referring to the ancient Polish hatred of everything German, we desire to remove the supposition that more recent events had witnessed a changed in the polish sentiments. . . . We do not believe that the re-opening of the University of Warsaw—an event accepted with satisfaction—produced a feeling of gratitude toward the Germans. A century old rancor cannot in a moment be turned into gratitude. Casual friendly declarations of the official representatives of Poland we deem to be dictated by policy.

"We are satisfied that the old-time violent struggle will be taken up again as soon as conditions change, or after the conclusion of peace."

PRINCETON FLIERS READY

250 Have Enlisted In Corps—Students In Strikers' Places

Princeton, N. J., May 6.—The flying school which is being established at Princeton University through the generosity of alumni is rapidly being perfected, and official recognition as a Government unit is being sought from the War Department. James Barnes, a prominent alumnus, is now in Washington to confer with the Signal Corps authorities about having the four airplanes and the large field and buildings placed under Government supervision. About 250 students have enlisted in the corps, after first obtaining permission from their parents, and sixty of these have passed the rigid physical test required in this arm of the service. Financial backing has been assured by several alumni. It is estimated that to equip the school and maintain it for one year will cost over $200,000.

Undergraduates have been doing a large part of the work about the aviation field in maintaining watches at night, etc. Several days ago, when there was a general strike of laborers in Princeton, students and professors removed their coats and commenced mixing concrete in the places of the striking men.

British General Dies While Saving Troops

London, May 1.—A correspondent writes: "Brigadier-General Bulkeley Johnson died one of the heroic deaths of the war. He was going forward with his brigade when he received information that 'the gap' was made. Not feeling sure that the news was true, he rode forward himself almost alone to make a personal reconnaissance. He was shot dead almost at once. Some of us saw his body being carried back into Arras. The Divisional General was visibly overcome when he heard the news in his little shelter on the battlefield.

"I saw at the time one of General Bulkeley Johnson's junior officers, who said: 'We shall always feel that he saved all our lives.' It is true. The casualties would have been heavy if he had acted on his first information and not proved it wrong by his own sacrifice. I do not know that there is more to be said. I may not write of time and place."

INVENTED THE TEAR BOMB

Johns Hopkins Professor Sent The Formula To France

Baltimore, May 6.—It became known here today that the lachrymose or tear gas used by the Allies is the invention of Dr. Robert W. Wood, Professor of Experimental Physics at Johns Hopkins University. Professor Wood sent the formula for it to a friend, Professor Cotton, in Paris, and it was turned over to the French War Department. Dr. Wood is a member of the Naval Consulting Board's Submarine Sub-Committee.

Professor Wood's plan was to have the gas used in one big drive and overwhelm the enemy.

"I sent the formula to Professor Cotton," he said, "with the idea of breaking the trench deadlock. The gas is benzyl-bromide, or chloracetone vapor. It produces temporary blindness, but has no permanent injury, and it does not violate The Hague conventions. The blindness disappears when the vapor is exhausted, but when a man can't see he can't shoot. In experiments conducted in France, a French regiment was sent charging down a street to a point where a tear bomb had been exploded, and every man was overwhelmed."

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BRITAIN WILL BUY OUT DRINK TRADE

State Purchase Preliminary Step to Restricting Its Sale After the War

CABINET FAVORS THE MOVE

Lloyd George, Opposing Absolute Prohibition, Faces Fight In Parliament

London, May 12.—The following information is supplied to The New York Times:

"The British Government has practically decided to buy up the whole of the drink trade of the country. It is a subject to which the Prime Minister has given a great deal of attention. Early in the war he attacked the drink trade, one of our greatest enemies, an enemy which had to be defeated in order that we might conquer by arms. Drink has not been conquered, but it has been humbled. The policy of restrictions, partial prohibition, the dilution of beer and spirits, an experiment in State ownership and management, have cut down the scope for the trade and have raised the moral well-being of the people. Now the brewers and distillers are prohibited from using barley or foodstuffs, so they must continue their trade from their stocks.

"The Cabinet and other members of the Government are in favor of a policy of State purchase, State control, and local option, in other words, a popular vote on prohibition after the nationalisation of the drink trade. While the Prime Minister is very keen on this policy as the only practical solution, he is faced with parliamentary difficulties. He does not consider prohibition possible, and he views the drink trade as a national danger which should be put under control. He wishes control and restriction after the war so England shall not relapse to its old drinking habits.

"The prohibitionists are against purchase, as they advocate confiscation. The economists are against it because it means purchasing a vast enterprise for the purpose of immediately reducing it as source of revenue. The trade itself wishes to be left alone, hoping for a revival in the traffic after the war. The extreme prohibitionists on the one side and the liquor traffickers on the other will unite their forces to defeat purchase. There is no time limit to divert effort from the war for a long parliamentary struggle over drink.

"Temperance feeling in England is not strong enough to carry national prohibition. In Scotland, on the other hand, there is a vast majority for prohibition, and the Scottish Temperance act, raised some years ago, provides for a popular vote to settle the future of the trade in 1920. Scotland, therefore, can have prohibition if it wishes in three years' time."

Last night the Prime Minister received two deputations from Wales in reference to the questions of State purchase of the liquor trade and prohibition. The Prime Minister reiterated his personal view that State purchase was the key to progress in temperance reform. He said:

"The Government is holding its hand until it has ascertained the real opinion of the country."

DON'T GET CHAINS TOO TIGHT

When installing tire chains it is not advisable to have them too tight. If the chains are held in a fixed position the tread of the tire is apt to be loosened at these points. If the chain is slightly loose it will work around to different positions and cause less injury to the tread.

Boston Opens Its Arms to Marshal Joffre

JOFFRE AT BOSTON. ©INTERNATIONAL

General Joseph Joffre, Marshal of France, was so overcome at the enthusiastic reception given him in Boston that in the midst of the ceremonies he suddenly seized and kissed little Miss Mary Curley, daughter of Mayor Curley after that young Miss had presented him with a check for $200,000 raised by popular subscription in the "City of Culture" for the war orphans of France.

MESOPOTAMIA ARMY IS SPLENDIDLY EQUIPPED

Former Chaos Gives Place To Efficiency And Thorough Organisation

British Army Headquarters in Mesopotamia, April 16. (British Eye witness.)—Nothing more efficient than the lines of communications and supplies serving the British forces in Mesopotamia can well be imagined. The days of muddle are ended and order has been evolved out of chaos. All that human agency can do has been and is being done to turn past failures to success and prevent future breakdowns in organisation.

Communications by road, railway and river have been laid out and developed on a well-thought-out plan. Facilities for the loading and unloading of vessels at Basra are now on an adequate scale. Stores in abundance are available and methodically controlled. Medical equipment has been introduced on a lavish scale. An ample water supply is assured at every base and camp.

Sanitation has been taken in hand. An anti-fly crusade is being carried on, though any appreciable diminution of the fly plague can only be achieved by Herculean effort and after long time. The construction of public works, houses, stores, electric light plants, cold storage, wharfage, docks, roads and railways, goes merrily on, and on so large a scale and of such solidity that it is not surprising if the inhabitants of the country interpret these activities as denoting a determination on the part of the British visitor to remain permanently in Mesopotamia.

The feeding of the troops from the firing line to the base is excellent, and in the army canteens there is an abundance of purchasable necessities and luxuries.

From Basra to Sheik Saad one may travel in considerable comfort in one of the "P" boats of newest design, admirably adapted for their purpose, which is that of a ferryboat. These boats are used for the rapid evacuation of wounded when heavy fighting is going on. What is wanted for this purpose is as much clear deck space as possible and no frills. The boats are admirably designed, adequately staffed and equipped with every conceivable comfort.

Sheik Saad is the jumping-off place for troops, stores and ammunition brought up, and for the transfer from rail and light vessels to larger ships of sick and wounded going down to the base hospitals. Sheik Saad itself has two large hospitals, one for Indians and one for Europeans, and also a large casualty, clearing station. Elaborate arrangements exist for feeding the wounded all along the line and on arrival at rail head, and though the sojourn at this point of casualties is mostly of quite brief curation, the facilities are as complete as those of a hospital in England.

During the storming of Sauna-I-Yat the first roar of bombardment began at 10 o'clock; the first wounded were in the field ambulance at noon, and at 4 in the afternoon were on their way down stream, their wounds dressed, their stomachs well filled, their cigarettes alight.

The hottest of the hot weather is now at hand with all its attendant horrors, and all the obstacles which nature in Mesopotamia flings in the path of the military commander. The soil, the rain, the climate, the floods, the flies and the heat combine to make the conduct of a campaign in the Tigris Valley during the Summer months a task of stupendous difficulty. The difficulties are being tackled and overcome with success.

TWO AMERICANS LOSE LIVES IN FRENCH ARMY

Chicago, May 8.—Paul Ayres Rockwell sends the following from Paris to The Chicago Daily News:

"The tale of the Foreign Legion's latest successful battle against the Germans and the story of how James Demitri Paul, the St. Louis Legionnaire, was treacherously murdered by a German whose life he had spared are told in a letter which I have just received from Charles Christopher Charles, a machine-gun operator from Brooklyn. He also tells of the death in battle of George Meyer, a Brooklyn young man who joined the legion at the same time as Algernon Sartoris, grandson of General U. S. Grant. Ivan Nock of Baltimore Jack Noe of Glendale, L. I., and Frank E. Whitmore of Richmond, Va., are some of Charles's American comrades who were wounded in the recent Champagne battle. Charles's letter in part follows:

"'On the 18th Jack Noe was slightly wounded by a shell explosion. He has been at the front since September, 1914, and this is the first time he has been touched.

"'Poor James Paul was killed after a fine and noble career in the legion. At 2 o'clock on the afternoon of the 19th, the boys who were picked out of our battalion to throw grenades were sent forward. In the first wave were two Americans—James Paul and Henry Claude of Boston. Claude pulled through all right, but Jimmy was not lucky.

"'With Claude he jumped in and started throwing grenades into a sap where there were five Germans. They killed four of them outright, but the fifth threw up his hands and shouted "Kamerad!" Jimmy, good-hearted boy, thought the German had surrendered, and so turned to go to a different sap. The moment he turned his back the Boche picked up a gun and shot poor Jimmy through the heart. Jimmy's company saw the mean trick the German played and made short work of him.

"'When I arrived Jimmy lay dead, with the German who killed him at his side. The next day Jimmy was carried back and buried behind the lines with all honors. All regret his death, for he was a brave little kid and an honor to his country and the legion. He was the first boy to die for his country in the Foreign Legion after America entered the war. On July 4 last he stopped single-handed a German counterattack at Belloy-en-Santerre by throwing hand grenades and killing many Huns, for which he was decorated with the War Cross.

"'Only a few hours after Jimmy's death George Meyer, a young chap who had just arrived at the front from the depot, was killed instantly by a shell. Arthur Barry of Brighton, Mass., narrowly escaped death from the same explosion. Frank Whitmore, one of the best soldiers here, was badly wounded by another shell. He has been in the legion from the start, coming over from the States with me. He won the War Cross in the battle of the Somme, when he was seriously hurt by machine-gun bullets. Ivan Nock was hit in the head with a bullet on the 20th, and was carried off the field.'"

DUTCH FEAR ECONOMIC WAR

Expect Neutrals Will Have To Take Sides In Struggle For Trade

The Hague, May 12.—The Dutch commercial paper, Exports and Imports, has an interesting article on economic espionage against which, it points out, neutrals are helpless. The paper asks whether neutrals will be obliged to take sides in the economic war after the war, pointing out that the knowledge gained and still being gained by the belligerents about neutrals and their economic life is invaluable as when the military war is finished the economic war is evidently to be waged with undiminished force.

The London Times indicates this in an article entitled "Foreign Trade Policy," advocating the supplying of British firms with information gained through Consuls, censors, the Overseas Trust, blacklists, &c. It is to be expected, the Dutch paper says, that other Entente countries will follow his example, so that trade between belligerents will be impossible, and neutrals will be forced to take sides. The paper feebly protests that this is an insult to every neutral merchant. It is evident that the Dutch like the Germans, are awakening to the fact that the Allies also hold trump cards economically, and that even after the war their striving at neutralism will have to continue.

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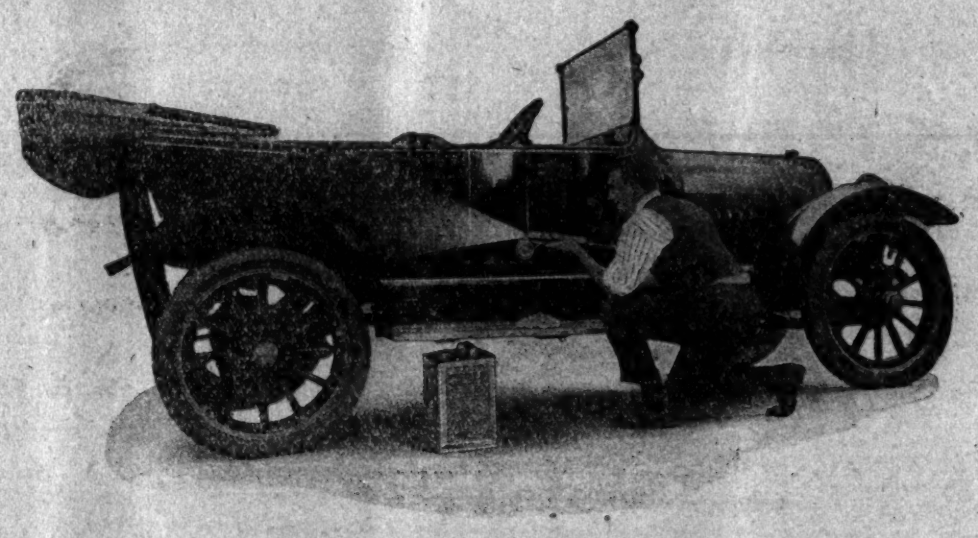

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SHANGHAI, SUNDAY, JUNE 24, 1917

'A' CO. REGISTER THEIR FIRST WIN

On Bad Pitch Defeat Recreation Club By Thirty-Four Runs

CLIFFORD SCORES SIXTY

Billings In Remarkable Form With Ball; Takes Seven Wickets For 36

"A" Company (British), S. V. C., yesterday registered their first victory this season, at the expense of the S. R. C. and it was well earned. The soldiers won the toss and elected to bat.

It must be mentioned that they were forced to find three substitutes, owing to the absence of Warrener, Wilson and Martin. The wicket was quite dead and the opening stand by Clifford and Billings was quite the feature of the game.

So well did they play, that 75 runs were on the board before Billings was bowled with a ball that kept very low. Clarke then saw Clifford leave at 81, the latter retiring with 60 to his credit, a fine performance, marred only by one error, which should have sent him pavilionwards at 38.

Cooke and Monk did well later and the innings closed for 117.

When the Recs. batted, the wicket was wretched and Billings played havoc amongst the batsmen. Wilson, Cooper and Noakes played well, but the rest offered no assistance and the total score was only 83, the Volunteers thus winning by 34 runs.

Billings' analysis of seven for 36 speaks for itself.

The score in detail:

W. C. G. Clifford, c. White, b. Main	60
G. M. Billings, b. Main	15
St. G. R. Clark, b. Wilson	8
W. J. Monk, b. Ollerdessen	8
D. H. Cooke, b. Ollerdessen	12
J. E. Cameron, b. Main	0
T. Pearson, b. Main	1
H. E. S. Pickering, b. Main	0
A. Youngson, not out	3
S. V. Mills, b. Ollerdessen	1
G. F. Forshaw, b. Ollerdessen	0
Extras	9
Total	117

Bowling Analysis

	O.	M.	R.	W.
T. Main	15	6	29	5
W. E. Wilson	11	3	27	1
H. J. Ambrose	5	1	14	0
C. E. Ollerdessen	7.5	1	17	4
H. J. Cooper	3	0	21	0

S. R. C.

H. J. Ambrose, b. Billings 8

A. V. White, b. Billings	0
W. E. Wilson, b. Billings	20
R. H. Purcell, run out	7
W. G. Mooney, l.b.w. b. Clifford	1
H. J. Cooper, b. Billings	17
T. Main, b. Billings	9
C. E. Ollerdessen, c. Monk, b. Billings	0
E. Noakes, not out	12
E. J. Cooke, c. Youngson, b. Clifford	0
R. H. Ryton, c. Pearson, b. Billings	5
Extras	4
Total	83

Bowling Analysis

	O.	M.	R.	W.
W. C. G. Clifford	13	1	25	2
G. M. Billings	18.2	5	36	7
W. J. Monk	6	1	18	0

S. C. C. v. Powhattan Club

Cricket was heavy yesterday—at least the pitch was and that accounts for small scores. Deeks is on top of his form just now. Even the trickiest wicket does not worry him. 51 out of 91 was his contribution yesterday and that with some excellent wicket-keeping won the match. The Powhattan Club have to thank Ellis for his work with bat and ball. Both were sound.

But it was not cricket weather and play was slow.

Scores:

S. C. C.

S. J. Deeks, b. J. J. Ellis	51
C. S. Cheetham, b. Foster	6

(Continued on Page 18)

INDOOR SPORTS By Tad

YOU'RE FALLING OFF IN YOUR GAME LIKE ME - YOU KNOW MY ARCHES BOTHER ME - I CAN'T WALK SO WELL THIS YEAR -
OH NO I'M WAY OFF IN MY GAME - MY EYES ARE FAILING A BIT AND ANY LITTLE EXCITEMENT OF LATE SEEMS TO AFFECT MY HEART - JUST LATELY - YOU KNOW -
HEY DAN - FUNNY AINT IT HOW THOSE BIRDS DISCOVER PAINS NOW THAT BIG HUSKY TURKS ARE WANTED IN THE ARMY
LAST SUMMER HE BRAGGED ABOUT HIS HEALTH - HUH - HIS GRAND DAD DIDN'T KICK OFF TILL HE WAS 140 YEARS OLD - OH BOY WASN'T HE HEALTHY
I NOTICED QUITE A FEW OUTSIDE PULLING A FAKE LIMP -
AIN'T IT FUNNY WHATTA DIFFERENCE JUST A FEW HOURS MAKE
INDOOR SPORTS - LISTENING TO TWO HUSKY GOLFERS TALK ABOUT THEIR NEWLY DISCOVERED PAINS JUST AS THE TRENCHES LOOM UP

SHANGHAI WINS AGAIN BY 8 TO 3

Both Tinkham And McGhee Pitch Well But Bad Playing Scuttles Navy

GAME IS FAIRLY EVEN

Poor Teamwork At Critical Points Is Responsible For Defeat of Sailors

The ball tossers edged nine innings in ahead of the showers yesterday and Shanghai collected a fourth straight win from the Navy players. The score was 8 to 3 but the topheavy aspect is somewhat deceptive.

McGhee, hurling for the sailors, pitched a splendid game, working hard from start to finish. He deserved a closer decision. He allowed only four well scattered hits, one of them a scratch, but loose work in the field and some unsportsmanlike playing was his undoing. In the eighth two runs came in without a hit being made and the friction that has been crippling the Navy machine of late cropped out and came in for a lot of criticism, both from sailors' and landsmen's stands, when Scott let a passed ball get away without an attempt at recovery.

Shanghai had a sizable collection of errors to its credit but would have won even with more of them as the rangy Mr. Tinkham had the Navy sluggers eating out of his hand. Three well separated hits of the smallest caliber were all that the opposing batsmen could find him for and ten times he slipped over the last strike.

How It Started

This is the way things started out: Luna, first man up, waited till the count was two and two against him and then slammed one straight at Tinkham who booted it. But it was a short life, Bristow cutting him down at 2nd on the first ball pitched to Collins, who struck out. Stephenson walked, took second on a passed ball and stole third, but Scott was out, Holliday to Wilhoit.

Holliday waited out a pass for Shanghai. Woods dumped one in front of the plate and Van Kleek not having a ladder about him to gather Scott's throw, went to third while Holliday scored. Clapp was out Stephenson to first, Woods scoring. Wilhoit went down the same way but Bristow got to first on Leonard's bad throw, stole second, went to third on Scott's wild heave and scored on Pomeroy's wallop to right. Nichols ended the session by driving to McGhee.

In the second three more came across for the winners. Sokall hit to left for two bases. Tinkham got pinked on the elbow. Both advanced on a passed ball. Holliday walked, crowding the circuit. Woods hit to short and took first, Holliday going out—Leonard to Bloom—on the fielder's choice, while Sokall came home. Clapp hit to center, producing the other two tallies.

Navy got their first in the fourth on Collins' hit and Holliday's wide throw to catch Scott.

Five Balls For Three Outs

In the fifth Tinkham served up five balls to retire the side.

The seventh saw some weird playing. Clapp was out McGhee to Van Kleek to start things. Wilhoit reached first on Stephenson's error. Then Scott let a wide one go to the stand and stood nonchalantly in his tracks while Wilhoit completed the circuit and the stands hooted. Bristow got on when Van Kleek fumbled Stephenson's throw and kept up his burglarious record by taking second and then third and coming in on a wild pitch.

Two circus catches featured the contest. One was Luna's hair raising one handed stab for Pomeroy's long drive to left in the third and the other Duffy's spring to garner a loud clout by Collins in the eighth.

Navy and Shanghai will get together again this afternoon at 3 o'clock. Hadley is slated to toss for the landlubbers.

The score:

Shanghai

	AB	R	H	PO	A	E
Holliday, ss.	2	1	0	0	3	2
Woods, 2b.	5	2	0	2	3	0
Clapp, 3b.	3	0	1	1	2	0
Wilhoit, 1b.	4	1	0	9	0	1
Bristow, c.	4	2	0	13	2	1
Pomeroy, rf.	3	0	1	0	0	1
Duffy, rf.	1	0	0	1	1	0
Nichols, lf.	3	0	0	1	0	0
Porterfield, lf.	1	0	0	0	0	0
Sokall, cf.	2	1	1	0	0	0
Swift, cf.	2	0	0	0	0	1
Tinkham, p.	3	1	1	0	1	1
Totals	33	8	4	27	12	7

Navy

	AB	R	H	PO	A	E
Luna, lf.	4	0	1	1	0	0
Collins, rf.	3	1	1	0	0	0
Stephenson, 3b.	3	1	0	1	4	3
Scott, c.	4	0	1	4	0	2
McGhee, p.	4	0	0	0	5	0
Conrad, cf.	4	1	0	2	0	0
Leonard, ss.	4	0	0	1	5	2
Van Kleek, 1b.	3	0	0	13	1	1
Bloom, 2b.	3	0	0	2	0	1
Totals	32	3	3	24	15	9

By innings:

Navy .....0 0 0 1 0 0 0 1 1=3
Shanghai ...3 3 0 0 0 0 2 0 x=8

Two base hits—Sokall. Sacrifice hits—Holliday; Clapp. Stolen bases—Woods; Bristow, 3; Porterfield; Tinkham; Collins, 2; Stephenson; Scott. Struck out—by Tinkham, 10; by McGhee, 4. Bases on balls—off Tinkham, 2; off McGhee, 2. Hit by pitcher—Tinkham. Passed balls—Bristow, 2; Scott, 3. Double play—McGhee-Van Kleek-Scott.

Umpires—Winters and Cunningham.

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Record Crowd Sees Good Day's Racing at Kiangwan

When the International Recreation Club announced a late June meeting, there were many who prophesied failure, saying it was too far in the season, too hot, no interest at this time of the year and so on. They were all wrong.

Racing may come at any time, hot or cold, storm or fine and its devotees will always be there and it is true to say that there are few places in the world where racing is so popular as in Shanghai. What beat the critics most was the attendance, which must easily have been a record. Up to 3.30 p.m. there was a continuous stream of motor cars, carriages, ricshas and pedestrians along both the roads to the Kiangwan race course and, long before the two special trains got in, the stands were packed.

It has to be admitted that the entries were not large and they were a very medium lot of animals all round, but you can get good racing without having classic ponies, as the day's going proved. All considering, it was a fine afternoon's sport, for the fields were well up to the average and there were several close finishes. The turf was good going—just a trifle soft on top.

The Stewards were well advised to make two of the events handicaps, two more selling plates and another a race for novice jockeys, so that form was levelled up in five of the eight numbers.

The result of the Polo Dash Plate, over three furlongs, showed again that it is the rider as much as the pony which counts in such a scurry. Nurseryland did not seem to get going the fastest, but it was well with the bunch, Mr. Burkill very quickly had it in the lead and romped in the easiest of winners. The time was a record, for what it counts—a second inside Scylla's best of 45 seconds.

Mr. Johnstone's Drumstick was a big order for the three-quarter mile selling plate and justified the support, stalling off Quicksand by three-quarters, with Auld Reekie beaten another two lengths.

Form looked very even in the Hardwicke Stakes, but several fancies dropped behind to let Railway and Sandy fight it out and a glorious tussle they had past the stands, Mr. Cloud's most consistent performer passing the post first, a short head, whilst The Kangani was a good three lengths behind Sandy.

The Omnium Handicap had an unfortunate ending. Black Pearl went out to a big lead and held it into the straight. Then the field closed, with Ayame and Dunmore right on the leader's quarters. Mr. Ezra didn't seem strong enough to hold his hard pulling mount, which crossed Dunmore time and again and the bumping made Ayame fractious, adding more to the trouble and certainly losing the latter the race.

Black Pearl got the verdict by a head from Ayame, with Dunmore beaten another neck. There could not but help be a protest and Black Pearl was disqualified, letting Spring Witch in for third place. It is only right to say that it was the pony and not Mr. Ezra who was at fault.

The June Plate, for novice jockeys, brought another tight finish. Mr. Sleap, on Commercialism, was in the lead coming down the dash and was sawing a lot, but he settled down at the stands and rode the animal really well, scoring by a head from Katori—a very popular win in the club, even if it did not appeal to the general public, who had plumped for the more successful Mr. McBain. Mr. Sleap is a hard worker and demonstrated that he has style; let's hope he will finish as steadily in future meetings and notch some more wins.

The Horseshoe Handicap was the easiest thing of the day, Cranfield, its owner up, winning anyhow. Then came another popular win in the club. Smetana went very strongly in its first two races, but, after that, couldn't do anything. It made full amends yesterday to those who have stuck by it. Well handled by Mr. Lanning, it came strongly and had to make very little effort to win by a length and a half from Wormwood. Its owner wouldn't let it go at the auction.

Twelve came out for the final non-winners' plate and again almost any had quite a chance to win. Mr. Ezra took no chances this time. He secured the rails and a slight advantage into the straight, then let Loofield go out for all it knew. Sandy put up a strong challenge, but Loofield was well under way and finished a length to the good.

The detailed results follow:

1.—**The Polo Dash Plate.**—Value $300. 2nd Pony $75. 3rd Pony $25. For Ponies that have been playing Polo regularly this season. Catch Weights 155 lbs. Winners of a race of half a mile or under barred. Jockeys who have ridden more than 3 winners, to carry 5 lbs. extra. Ponies entered to be

(Continued on Page 18)

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At least reduce it!
Free speech's all right; but you
Indec-
Ently abuse it!

He must be kin to Frankenstein
Who could invent, devise, design,
And foose on mortals
A mechanism so malign;
A fiend that chortles,

Before your pallid face you raise
Your gaunt, dark hands and squawk in praise
Of early rising.
But this is Sunday—day of days!
Stow such advising.

Mr. E. A. Salisbury, who has achieved note by searching for, photographing and shooting unique species of wild animals in in Shanghai. He is recommended to go to Peking.

Reply To C. A. W. H. of Tsingtao

A Tsingtao damsel in distress
Deplores her "sorry lot"
And through the good old CHINA PRESS,
She casts on men a blot.
Why ask us, damsel? We don't know—
Who put the "Me" in men?
We give it up, but who put "Wo" (e)
In that enigma—woman?

K. B.

Joss-Man: I understand that one of the principal hotels here, having cut two items off its menu, will put fresh flowers on the dining room table next month.

JOHN.

The Fourth of July

What better vision could man conjure, than the rise of Republican might.
To end the Stygian night of darkness and lead the world to Light?
Then on this great and glorious Fourth, e'en in distant old Cathay,
May we, brothers in tongue and blood, cry: "Hail, Columbia's Day!"

BRITISHER.

A little learning is an embarrassing thing. One of the young hopefuls of the Cathedral School went home a day or two ago after a lesson on the Tudor period and burst out at the dinner table with this: "Father, if I had all your money I'd have a great time—like Henry VIII."

MASTER.

A little learning may also be an humiliating thing, as one of the members of our staff who prides himself on his knowledge of Mandarin discovered. He was calling on an official who has only Northern servants. Why then talk pidgin? So he explained at some length and with considerable pride—in Mandarin—that he would be back at 5 o'clock. And when he had finished the servant smiled and said, "No savee English."

The Death Classical

Miss Ruth Rodgers, who represented Mrs. Arlington, Claudia's mother, was upon the stage but a short time, but performed the difficult feat of dying gracefully. Her demise was strictly a la Thanatopsis, and had Bryant himself been present he could have had very little opportunity for adverse criticism.—*Alma Gazette.*

YEE GEE. (FREE VERSE)

Yee Gee is our make-up man. His the alien task of placing in the forms the rows of metal that shall be tomorrow's paper.

How inscrutable the ways of Yee Gee; more inscrutable than his face. (For has it not been writ in every tourist legend that the Chinese face is inscrutable?)

Inscrutable, then, the ways of Yee Gee, and more than inscrutable; rather, as the editor says.....

For does he not place the end of one story next to the beginning of another and when the editor has corrected it place the beginning of the first after the end of the second, and then again put it back the first way when that, too, has been corrected?

And does he not put the wrong heading on the wrong story and when he has been told to fix it put it back exactly the same way?

And does he not, when he is asked to measure the space left, instead of measuring with the regular type rule unwind his ancient and rotted string and curl it over the forms and then make the editor wait as he uncurls it and divides it by the column lengths?

And does he not do other mysterious and transcendental things that maul up the page?

And does not the editor make blue the air with strong and virile words?

He does.

THE JOSS MAN.

Spencer-Ozorio Wins 16-Mile Marathon

25 Competitors In Hard Race From The Point To Dixwell Road

W. Spencer-Ozorio yesterday morning came in as victor in a sixteen-mile Marathon race from the Point to Dixwell Road. Twenty-five runners braved the long run over a muddy, rocky course.

The first seven men were Spencer-Ozorio, O'Brien, Rossiter, Wharton, Woods, Crankston and Cameron. The race lay among these seven through the whole course, the actual lead varying at different points.

At the end of the fourth mile O'Brien was first, with Woods, Cameron, Rossiter, Crankston and Wharton following in that order and Spencer-Ozorio 800 yards behind. At the seventh mile O'Brien still held first, followed by Wharton, Woods, Rossiter, Cameron and Crankston. Wharton led at the tenth mile, with Spencer-Ozorio only in sixth. The end of the fifteenth mile brought O'Brien, Rossiter and Spencer-Ozorio in the first three places and in the last mile Spencer-Ozorio forged ahead.

Lawn Bowls

The Royal Flying Corps' Hospital funds benefitted considerably from the play at the Shanghai Lawn Bowls Club's rinks, yesterday. Each losing player had to pay a forfeit of at least a dollar and the afternoon netted $150. The scores were:

O. Crewe-Read		J. J. Sheridan	
	(skip)		(skip)
J. A. Smallbones		F. L. Marshall	
F. A. Sampson		H. Browett	
J. S. McGavin	21	D. McIntosh	15
J. T. Disselduff		A. Taylor	
	(skip)		(skip)
W. A. Ogden		Dr. H. C. Patrick	
S. M. S. Gubbay		R. Simmons	
C. J. Head	29	W. A. Farley	16
C. M. Bain		J. Scotson	
	(skip)		(skip)
S. W. Wolfe		A. G. Mossop	
J. G. Smeaton		G. R. Wingrove	
F. C. Banham	21	W. Gater	15
L. Evans		J. D. Gaines	
	(skip)		(skip)
W. J. Gande		E. Payne	
J. B. Grant		Rev. W. H. Rees	
E. M. Reid	28	Dr. J. W. Ross	12
D. MacDonald		S. Hammond	
	(skip)		(skip)
E. L. Hunter		A. W. Dewhurst	
G. Butland		W. G. Grey	
J. Frost	20	D. Mennie	25

Rink Competition

A match in the second round of this competition resulted as follows:

G. L. Campbell		J. C. Macdougall	
	(skip)		(skip)
J. Valentine		G. Dunlop	
W. Dutton		F. Large	
T. E. Trueman	14	A. T. Wignall	20

Record Crowd Sees Good Day's Racing

(Continued from Page 17)

passed by the Committee of the Polo Club as having complied with above qualification.—3 furlongs.

	lbs.
Mr. Day's bay Nurseryland, late Springfield, Mr. C. R. Burkill	160—1
Mr. Day's cream The Chopper, Mr. H. F. Hu	160—2
Mr. Tiga Tuan Kongsee's black Tiga, Mr. E. McBain	160—3
Mr. H. S. Lindsay's grey Archibald, Mr. W. Hill	160—0
Mr. John Johnstone's grey Peronne, Mr. J. Johnstone	160—0
Mr. John Johnstone's cream Culty, Mr. C. C. Boyd	155—0
Mr. S. B. Neill's ches. Ballyshannon, late Sagami, Mr. S. A. Sleap	155—0
Mr. Bonar's grey Wakeful, Mr. A. J. P. Heard	160—0

Three lenths; half. Time, 44 secs. (Record).

Pari-mutuel, to win $26.10. Places, 1st $12.80, 2nd $18.60, 3rd $12.70.

Cash sweep, 1st ticket 160, 2nd 528, 3rd 171. Unplaced, 554, 240, 193, 542, 276.

2.—The Deal Selling Plate.—Value $400. 2nd Pony $75. 3rd Pony $25. Ponies entered to be sold for $200, weight for inches as per scale; if entered to be sold for $100, allowed 5 lbs; if entered to be sold for $50, allowed 10 lbs.—¾ mile.

	lbs.
Mr. John Johnstone's grey Drumstick, Mr. J. Johnstone	155—1
Mr. Elrettus' ches. Quicksand, Mr. C. R. Burkill	155—2
Mr. Dick Turpin's p'bald Auld Reekie, Mr. E. McBain	142—3
Mr. Jack's grey So Much, Mr. A. J. Heard	153—0
Mr. Lanson's grey Wingrove, Mr. T. L. Hu	148—0
Mr. Onden's grey Izumi, Mr. J. Liou	145—0
Mr. Leaf's bay Spring Weather, Mr. C. C. Boyd	142—0
Mr. Pentasocietas' white Prince Charlie, late Orientalism, Mr. T. U. Yih	145—0
Mr. Perchang's grey Invincible, Mr. W. Hill	150—0
Mr. M. O. Springfield's grey Mechanism, Mr. H. F. Hu	145—0
Mr. S. Nagai's spot Senzai, Mr. S. Nagai	148—0

Three-quarters of a length; two. Time, 1.31.4.

Pari-mutuel, to win $26.90. Places, 1st $11.30, 2nd $11.80, 3rd $17.

Cash sweep, 1st ticket 194, 2nd 336, 3rd 509. Unplaced, 668, 712, 534, 627, 156, 513, 718, 32.

Winner sold to Mr. Jedfertno for $200.

3.—The Hardwicke Stakes.—Value $300. 2nd pony $75. 3rd pony $25. For all China ponies. Weight for inches as per scale. Ponies that have started and never won a race allowed 10 lbs. —1 mile.

	lbs.
Mr. Cloud's white Railway, Mr. J. Liou	155—1
Mr. John Johnstone's ches. Sandy, Mr. J. Johnstone	155—2
Mr. Leaf's dun The Kangani, Mr. T. U. Yih	155—3
Mr. Onden's white Azuma, Mr. S. Nagai	148—0
Mr. Dick Turpin's ches. Viator, Mr. E. McBain	152—0
Mr. Perchang's dun Houp La, Mr. W. Hill	155—0
Mr. Fay's grey Historic, Mr. A. J. P. Heard	158—0
Mr. Day's ches. Loofield, Mr. J. I. Ezra	152—0

Short head; three lengths. Time, 2.6.

Pari-mutuel, to win $15.40. Places, 1st 7.60, 2nd $8.40, 3rd $27.50.

Cash sweep, 1st ticket 195, 2nd 611, 3rd 140. Unplaced, 377, 820, 17, 730, 706.

4.—The Omnium Handicap.—Value $400. 2nd pony $100. 3rd pony $50. For griffins of the year that have started at Kiangwan. Weights will be published on morning of the race. Winners, after publication of the weights, to carry 5 lbs. extra. —9 furlongs.

	lbs.
Mr. Ezra's black Black Pearl, Mr. J. I. Ezra	151—1
Mr. Meguro's dun Ayame, late Klodshans, Mr. J. Liou	145—2
Mr. Jack's ches. Dunmore, Mr. C. R. Burkill	161—3
Mr. Jedfertno's grey Bapaume, late Ashley, Mr. E. McBain	143—0
Mr. Pentasocietas' grey Spring Witch, Mr. T. U. Yih	146—0
Mr. Kosmos' grey Mushkin, Mr. V. H. Lanning	146—0
Mr. Cloud's dun Runaway, Mr. C. C. Boyd	150—0
Mr. Perchang's skew Optimism, Mr. T. L. Hu	148—0
Mr. Day's ches. Flyzand, Mr. H. F. Hu	146—0

A head; a neck. Time, 2.24.2.

Pari-mutuel, to win $34.50. Places, 1st $6.80, 2nd $6.20, 3rd $5.70.

Cash sweep, 1st ticket 582, 2nd 222, 3rd 507. Unplaced, 94, 657, 435, 559, 10, 627.

5.—The June Plate.—Value $300. 2nd pony $75. 3rd pony $25. For ponies that have not won more than one race. Weight for inches as per scale. To be ridden by jockeys who have not won more than 5 races at Kiangwan. Jockeys who have ridden not more than one winner allowed 5 lbs. Non-winning jockeys allowed 10 lbs. The above allowances apply to Kiangwan races only.—1 mile.

	lbs.
Mr. Perchang's bay Commercialism, Mr. S. A. Sleap	145—1
Mr. S. Nagai's dun Katori, late Birchwood, Mr. S. Nagai	155—2
Messrs. Toeg and Speelman's grey Diala, Mr. E. Toeg	148—3
Mr. Rennfks' grey England, Mr. G. Grayrigge	153—0
Mr. Jedfertno's bay Middelkerke, Mr. E. McBain	155—0
Mr. Pentasocietas' white Prince Charlie, late Orientalism, Mr. S. W. Voong	145—0
Mr. Fay's grey Mansur, Mr. V. H. Lanning	148—0
Mr. Day's ches. Meadowland, Mr. G. Morriss	158—0

A head; length and a half. Time, 2.10.2.

Pari-mutuel, to win $40.40. Places, 1st $12.80, 2nd $8.70, 3rd $18.90.

Cash sweep, 1st ticket 332, 2nd 591, 3rd 435. Unplaced, 364, 80, 682, 851.

6.—The Horseshoe Handicap.—Value $400. 2nd pony $100. 3rd pony $50. For ponies that have started at Kiangwan this year. Winners, after publication of the weights, to carry 5 lbs. extra.—1¼ miles.

	lbs.
Mr. Henry Morriss' brown Cranfield, Mr. H. E. Morriss	147—1
Mr. John Johnstone's ches. Lights Out, late Candlelight, Mr. J. Johnstone	150—2
Mr. S. A. Seth's grey Father Christmas, late Moratorium, Mr. A. J. P. Heard	157—3
Mr. Five Stars' grey White Wolf, Mr. S. A. Sleap	143—0
Mr. Tah Yuen's grey House Boy, Mr. H. F. Hu	142—0
Mr. Tiga Tuan Kongsee's black Tiga, Mr. W. Hill	144—0
Mr. Perchang's grey Invincible, Mr. T. L. Hu	145—0

Four lengths; three. Time, 2.43.2.

Pari-mutuel, to win $35.50. Places, 1st 8.80, 2nd $7.20, 3rd $8.10.

Cash sweep, 1st ticket 274, 2nd 852, 3rd 170. Unplaced, 681, 120, 564, 544.

7.—The City Selling Plate.—Value $400. 2nd pony $75. 3rd pony $25. Ponies entered to be sold for $300, weight for inches as per scale; if entered to be sold for $200, allowed 5 lbs.; if entered to be sold for $100 allowed 10 lbs.; if entered to be sold for $50, allowed 15 lbs.—1¼ miles.

	lbs.
Mr. Kosmos' cream Smetana, Mr. V. H. Lanning	142—1
Mr. S. Nagai's grey Wormwood, Mr. Nagai	147—2
Mr. M. O. Springfield's grey Mechanism, Mr. C. C. Boyd	141—3
Mr. S. B. S.'s grey Silver Bar, Mr. S. A. Sleap	143—0
Mr. Perchang's skew Optimism, Mr. T. L. Hu	142—0
Mr. Day's grey Automaton, Mr. H. F. Hu	137—0
Mr. Robson's black Capliano, Mr. E. McBain	140—0
Mr. Henry Morriss' grey Omedeto, Mr. H. E. Morriss	146—0

Length and a half; two. Time, 2.44.1.

Pari-mutuel, to win $50.20. Places, 1st $11.60, 2nd $17.30, 3rd $14.30.

Cash sweep, 1st ticket 393, 2nd 604, 3rd 591. Unplaced, 556, 757, 815, 169, 489.

Winner bought in for $150.

8.—The Farewell Plate.—Value $300. 2nd pony $75. 3rd pony $25. For ponies that have started at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies allowed 3 lbs. Griffins of the year that have never been placed allowed 10 lbs. Allowances not accumulative.—7 furlongs.

	lbs.
Mr. Day's ches. Loofield, Mr. J. I. Ezra	149—1
Mr. John Johnstone's ches. Sandy, Mr. J. Johnstone	155—2
Mr. Elrettus' ches. Quicksand, Mr. C. R. Burkill	155—3
Mr. Jedfertno's grey Bapaume, late Ashley, Mr. S. A. Sleap	150—0
Mr. Pentasocietas' grey Spring Witch, Mr. T. U. Yih	158—0
Mr. Dick Turpin's ches. Viator, Mr. E. McBain	149—0
Mr. Cloud's dun Runaway, Mr. J. Liou	149—0
Messrs. Toeg and Speelman's grey Diala, Mr. E. Toeg	153—0
Mr. Perchang's dun Houp La, Mr. W. Hill	152—0
Mr. Fay's grey Historic, Mr. A. J. P. Heard	155—0
Mr. Day's cream The Chopper, Mr. H. F. Hu	155—0
Mr. S. Nagai's dun Katori, late Birchwood, Mr. S. Nagai	155—0

One length; the same. Time, 1.48.2.

Pari-mutuel, to win $32.90. Places, 1st $9.70, 2nd $7.20, 3rd $9.50.

Cash sweep, 1st ticket 423, 2nd 185, 3rd 372. Unplaced, 314, 311, 412, 490, 424, 132, 346, 295, 32.

'A' Co. Register Their First Win

(Continued from Page 17)

E. G. Norman, b. Ellis	3
C. E. M. Thomson, c. Rumble, b. Foster	6
W. C. D. Turner, b. Ellis	2
D. Campbell, c. Foster, b. Ellis.	7
H. W. Kilby, b. Ellis	4
L. R. Wheen, b. Johnston	2
F. W. Etheridge, not out	2
E. G. Barnes, b. Johnston	0
T. G. Smeaton, b. Ellis	2
Extras	6
Total	91

Bowling

	R.	W.
W. C. Foster	28	2
J. J. Ellis	49	6
R. W. Johnston	8	2

Powhattan

C. E. Harber, b. C. E. M. Thomson. 0

W. C. Foster, b. W. C. D. Turner	8
R. W. Johnston, c. Norman, b. Turner	14
J. J. Ellis, st. Deeks, b. Thomson	24
W. H. Warrener, run out	0
H. G. Boyling, c. Deeks, b. Thomson	4
S. Vine, c. Cheetham, b. Thomson	2
E. Thorp, b. Turner	1
V. J. S. Rumble, not out	12
J. Bradley, st. Deeks, b. Turner	3
J. Hewkin, b. Turner	3
Wide Ball	1
Total	72

	Runs.	Wkts.
C. E. M. Thomson	40	4
W. C. D. Turner	31	5

Tennis

The Shanghai Public School Old Boys and the Cercle Sportif Francais will play a match on the club's courts at 3.30 this afternoon:

The following will represent the School Old Boys:

H. Stellingwerff and A. V White.
C. E. Ollerdessen and V. O. Remedios.
G. Madar and E. T. Cooke.
J. J. Ellis and C. Barradas.
J. P. Hawes and B. Shirazee.

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Britain's Lesson to United States ◎ By Col. Roosevelt: Mrs. Humphry Ward Describes Greatest British Effort

Mrs. Ward, Guest of Fleet, Tells of Achievements Of World's Strongest Naval Fighting Force

By Mrs. Humphry Ward

London, May 1.—It is a pleasure to me to publish—as he gives me leave to do—the following letter from Colonel Theodore Roosevelt. It reached me in January, 1916, and led to the writing and publication of "England's Effort."

This year, in the endeavor to bring the great story up to date, after the lapse of twelve months since the War Letters of 1916 began to appear, I have again had Colonel Roosevelt's active sympathy.

MARY A. WARD.

Oyster Bay, Long Island, N. Y.

My Dear Mrs. Ward: The war has been on the whole well presented in America from the French side. We do not think justice has been done to the English side.

I attribute this in part to the rather odd working of the censorship in hands not accustomed to the censorship. I wish that some writers like yourself could, in a series of articles, put vividly before our people what the English people are doing, what the actual life of the men in the trenches is, what is actually being done by the woman who is left at home, what is actually being done by the straight and decent capitalist who is not concerned with making a profit, but with serving his country, and by the straight and decent laboring man who is not thinking of striking for higher wages, but is trying to help his comrades in the trenches. . . .

Just at present England is in much the same strait that we were in our Civil War toward the end of 1862 and during the opening months of 1863. That was the time when we needed to have our case put before the people of England, when men as diverse as Gladstone, Carlyle and the after-time Marquis of Salisbury were all strongly against us.

There is not a human being more fitted to present this matter as it should be presented than you are. I do hope you will undertake the task.

Faithfully yours.

THEODORE ROOSEVELT.

* * *

The War As It Is Today

Dear Mr. Roosevelt:

To begin with, the personnel of the British navy, which at the beginning of the year was 140,000, was last year 300,000. This year it is 400,000, or very nearly three times what it was before the war. Then as to ships. "If we were strong in capital ships at the beginning of the war," said Mr. Balfour last September, "we are yet stronger now—absolutely and relatively—and in regard to the cruisers and destroyers there is absolutely no comparison between our strength in 1914 and our strength now. There is no part of our naval strength in which we have not got a greater supply, and in some departments an incomparably greater supply than we had on August 4, 1914. . . . The tonnage of the navy has increased by well over a million tons since war began."

So Mr. Balfour six months ago. Five months later it fell to Sir Edward Carson to move the naval estimates, under pressure, as we all know, of the submarine anxiety. He spoke in the frankest and plainest language of that anxiety, as did the Prime Minister in his now famous speech of February 22, and as did the speakers in the House of Lords—Lord Lytton, Lord Curzon and Lord Beresford on the same date. The attack is not yet checked. The danger is not over.

Still, again, look at some of the facts! In two years and a quarter of war:

Eight million men moved across the seas—almost without mishap.

Nine million and a half tons of explosives carried to our own armies and those of our allies.

Over a million horses and mules, and over forty-seven million gallons of petrol supplied to the armies.

And besides, twenty-five thousand ships have been examined for contraband of war on the high seas, or in harbor, since the war began.

And at this one must pause a moment to think—once again—what it means; to call up the familiar image of Britain's ships, large and small, scattered over the wide Atlantic and the approaches to the North Sea, watching there through Winter and Summer, storm and fair, and so carrying out relentlessly the blockade of Germany, through every circumstance often of danger and difficulty; with every consideration for neutral interests that is compatible with this desperate war, in which the very existence of England is concerned; and without the sacrifice of a single life, unless it be the lives of British sailors, often lost in these boardings of passing ships amid the darkness and storm of Winter seas.

There, indeed, in these "wavebeaten ships," lies the root fact of the war, both for us and our allies.

When the first partial news of the battle of Jutland reached London, and we were told our own losses, before we knew either the losses of the enemy or the general result of the battle, there was neither fear nor panic, but it was as though the nation, holding its breath, realised for the first time where, for it, lay the vital elements of being. The depths in us were stirred. We knew in very deed that we were the children of the sea!

And now again the depths are stirred. The development of the submarine attack has set us a new and stern task, and we are "straitened till it be accomplished." The great battleships seem almost to have left the stage.

Since the beginning of the war we —Great Britain—have lost over two million tons of shipping, and our Allies and the neutrals have lost almost as much. There is a certain shortage of food in Great Britain, and a shortage of many other things besides.

Writing about the middle of February, an important German newspaper raised a shout of jubilation. "The whole sea was as if swept clean at one blow"—by the announcement of the intensified "blockade' of February 1." So the German scribe. But again the facts shoot up—hard and irreducible, through the welter of comment. While the German newspapers were shouting to each other, the sea was so far from being "swept clean" that 12,000 ships had actually passed in and out of British ports in the first eighteen days of the "blockade." And at any moment during those days at least 3,000 ships could have been found traversing the "danger zone," which the Germans imagined themselves to have barred. One is reminded of the Hamburger Nachrichten last year, after the Zeppelin raid in January, 1916: "English industry lies in ruins," said that astonishing print. "The sea has been swept clean," says one of its brethren now. Yet all the while there, in the danger zone, whenever, by day or night, one turns one's thoughts to it, are the 3,000 ships; and there, in the course of a fortnight, are the 12,000 ships going and coming.

Intimidated Neutrals

The neutrals—save America—have been intimidated; they are keeping their ships in harbor, and to do without their tonnage is a serious matter for us. Meanwhile, the best brains in

By Theodore Roosevelt

England has in this war reached a height of achievement loftier than that which she attained in the struggle with Napoleon; and she has reached that height in a far shorter period. Her giant effort, crowned with a success as wonderful as the effort itself, is worthily described by the woman who has influenced all those who speak and read English more profoundly than any other woman now alive. No other writer could describe England's effort with such knowledge, power and interest. Mr. Ward writes nobly on a noble theme.

This war is the greatest the world has ever seen. The vast size of the armies, the tremendous slaughter, the loftiness of the heroism shown and the hideous horror of the brutalities committed, the valor of the fighting men and the extraordinary ingenuity of those who have designed and built the fighting machines, the burning patriotism of the peoples who defend their hearthstones and the far-reaching complexity of the plans of the leaders—all are on a scale so huge that nothing in past history can be compared with them.

The issues at stake are elemental. The free peoples of the world have banded together against tyrannous militarism and government by caste. It is not too much to say that the outcome will largely determine, for daring and liberty-loving souls, whether or not life is worth living. A Prussianised world would be as intolerable as a world ruled over by Attila or by Timur the Lame.

It is in this immense world crisis that England has played her part; a part which has grown greater month by month. Mrs. Ward enables us to see the awakening of the national soul which rendered it possible to play this part; and she describes the works by which the faith of the soul justified itself.

England Awakened On Brink

What she writes is of peculiar interest to the United States. We have suffered, or are suffering, in exaggerated form from most (not all) of the evils that were eating into the fibre of the British character three years ago—and in addition from some purely indigenous ills of our own.

If we are to cure ourselves, it must be by our own exertions; our destiny will certainly not be shaped for us, as was Germany's, by a few towering autocrats of genius, such as Bismarck and Moltke. Mrs. Ward shows us the people of England in the act of curing their own ills, of making good, by gigantic and self-sacrificing exertion in the present, the folly and selfishness and greed and soft slackness of the past. The fact that England, when on the brink of destruction, gathered her strength and strode resolutely back to safety, is a fact of happy omen for us in America, who are now just awakening to the folly and selfishness and greed and soft slackness that for some years we have been showing.

As in America, so in England, a surfeit of materialism had produced a lack of high spiritual purpose in the nation at large; there was much confusion of ideas and ideals, and also much triviality, which was especially offensive when it masqueraded under some high-sounding name. An unhealthy sentimentality—the antithesis of morality—has gone hand in hand with a peculiarly sordid and repulsive materialism. The result was a soil in which various noxious weeds flourished rankly, and of these the most noxious was professional pacifism.

The professional pacifist has festered in the diseased tissue of almost every civilisation; but it is only within the last three-quarters of a century that he has been a serious menace to the peace of justice and righteousness. In consequence, decent citizens are only beginning to appreciate the base immorality of his preaching and practise, and he has been given entirely undeserved credit for good intentions.

Germans Hired Pacifists

In England, as in the United States, domestic pacifism has been the most potent ally of alien militarism. At first, this service was rendered without pay. The silly creatures of both sexes, who composed the majority of the leaders in the professional pacifist movement, were actuated by sheer timidity or by an uneasy thirst for self-advertisement or by sheer puzzle-headedness.

But gradually these dupes fell under the sway of more sinister and more powerful intellects. In both England and the United States, of recent years, some of the pacifist leaders have been such merely because their predominant characteristic could not be brayed out of them with a mortar; but others were hired by Germany. In the United States, pro-Germanism (which is merely another name for one form of anti-Americanism) has been the main prop of the pacifist agitation for nearly three years.

In England, as the researches of Miss Boyle O'Reilly have shown, German influence is the central and guiding feature of every important pacifist association. In both countries, professional pacifism of ultra type has shown itself profoundly unpatriotic. The damage it has done the nation has been limited only by its weakness and folly; those who have professed it have served the devil to the full extent which their limited powers permitted.

There were in England—just as there are now in America—even worse foes to national honor and efficiency. Greed and selfishness, among capitalists and among labor leaders, had to be grappled with. The sordid baseness which saw in the war only a chance for additional money profits to the employer was almost matched by the fierce selfishness which refused to consider a strike from any but the standpoint of the strikers.

A People's War

But the chief obstacles to be encountered in rousing England were sheer shortsightedness and that apathetic indifference which springs considerable time elapsed before it consierable time elapsed before it was possible to make the people understand that this was a people's war, that it was a matter of vital personal concern to the people as a whole, and to all individuals as individuals. In America we are now encountering much the same difficulty, due to much the same causes.

In England the most essential thing to be done was to wake the people to their need, and to guide them in meeting the need. The next most essential was to show to them, and to the peoples in friendly lands, whether allied or neutral, how the task was done; and this both as a reason for just pride in what had been achieved, and as an inspiration to further effort.

Mrs. Ward accomplishes both purposes. Every American who reads her letters must feel a hearty and profound respect for the patriotism, energy and efficiency shown by the British people when they became awake to the nature of the crisis; and furthermore, every American must feel stirred with the desire to see his country now emulate Britain's achievement.

England's Vast Army Now Fit

In this series Mrs. Ward draws a wonderful picture of the English in the full tide of their successful effort. From the beginning England's naval effort and her money effort have been extraordinary. By the time Mrs. Ward's first book was written the work of industrial preparedness was in full blast; but it could not yet be said that England's army in the field was the equal of the huge, carefully prepared, thoroughly co-ordinated military machines of those aginst whom and beside whom it fought.

Now the English army is itself as fine and as highly efficient a military machine as the wisdom of man can devise; now the valor and hardihood of the individual soldier are being utilised to the full under a vast and perfected system which enables those in control of the great engine to use every unit in such fashion as to aid in driving the mass forward to victory.

Even the Napoleonic contest was child's play compared to this. Never has Great Britain been put to such a test. Never since the spacious days of Elizabeth has she been in such danger. Never, in any crisis, has she risen to so lofty a height of self-sacrifice and achievement. In the giant struggle against Napoleon England's own safety was secured by the demoralisation of the French fleet.

But in this contest the German naval authorities have at their disposal a fleet of extraordinary efficiency, and have devised for use on an extenvded scale the most formidable and destructive of all instruments of marine warfare. In previous coalitions England has partially financed her continental allies; in this case the expenditures have been on an unheard of scale, and, in consequence, England's active industrial strength, in men and money, in business and mercantile and agricultural ability, has been drawn on as never before.

As in the days of Marlborough and Wellington, so now England has sent her troops to the Continent; but whereas formerly her expeditionary forces, although of excellent quality, were numerically too small to be primary importance, at present her army is already by size as well as excellence, a factor of prime importance in the military situation, and its relative as well as absolute importance is steadily growing.

Mrs. Ward's series is of high value as a study of contemporary history. It is of at least as high a value as an inspiration to constructive patriotism.

Colonel Says Contest With Napoleon Was Child's Play Compared With Struggle With Teutons

England are at work, and one can feel the sailors straining in the leash.

In eighteen days there were forty fights with submarines. The Navy talks very little about them, and says nothing of which it is not certain. But all the scientific resources, all the fighting brains of naval England, are being brought to bear, and we at home—well, let us keep to our rations, the only thing we can do to help our men at sea! . . . How this gray estuary, spread before my eyes, illustrates and illumines the figures I have been quoting. I am on the light cruiser of a famous commodore, and I have just been creeping and climbing through a submarine. The waters round are covered with those light craft—destroyers, submarines, mine-sweepers, trawlers, patrol boats—on which for the moment, at any rate, the fortunes of our naval war turns. And take notice that they are all—or almost all—new; the very latest products of British shipyards. We have plenty of battleships, but "we must now build, as quickly as possible, the smaller craft and the merchant ship we want," says Sir Edward Carson. "Not a ship in the country will be empty during the coming months. Every rivet put into a ship will contribute to the defeat of Germany. And 47 per cent of the merchant service have already been armed."

'Great Things Coming.'

As we lunch and talk on the cruiser messages come in perpetually; the cruiser itself is ready for the open sea at an hour and a half's notice; the seaplanes pass out and come in over the mouth of the harbor on their voyages of discovery and report, and these destroyers and mine-sweepers that lie so quietly near us will be out again tonight in the North Sea, grappling with every difficulty and facing every danger, in the true spirit of a wonderful service, while we land folk sleep and eat in peace—grumbling, no doubt with our morning newspaper and coffee, when any of the German destroyers who come out from Zeebrugge are allowed to get home with a whole skin.

"What on earth is the navy about?"

Well, the navy knows. Germany is doing her very worst, and will go on doing it for a time. The line of defensive watch in the North Sea is long; the North Sea is a big place; the Germans often have the luck of the street boy who rings a bell and runs away before the policeman comes up. But the navy has no doubts. The situation, says one of my cheerful hosts, is "quite healthy," and we shall see "great things in the coming months."

I soon find myself on a military steamer bound for a French port, and on my way to the British Headquarters in France. The boat is crowded with soldiers. It is a draft going out to France for the first time, North Country men, by their accent, and lifebelts and submarines seem to amuse them hugely, to judge by the running fire of chaff that goes on.

We are in France again, and the great presence of the army is all about us. The quay crowded with soldiers, the port alive with ships, the grey-blue uniforms mingling with the khaki—and one's pulses quicken. The vast "effort of England," which has now, as all accounts testify, been so incredibly developed, is here once more in visible action before me.

The following morning the motor arrives early, and with our courteous officer who has charge of us in front, we are off, first for one of the great camps. On the way, as we speed over the rolling down country beyond the town, my eyes are keen to catch some of the new signs of the time. Here is the first—a railway line in process of doubling, and large numbers of men, some of them German prisoners, working at it; typical both of the immense railway development all over the military zone since last year, and of the extensive use now being made of prisoners' labor in regions well behind the firing line.

They lift their heads as we pass, looking with curiosity at the two ladies in the military car. Their flat round caps give them an odd similarity. It is as if one saw scores of the same face, differentiated here and there by a beard.

A docile, hard-working crew, by all accounts, who give no trouble, and are managed largely by their N. C. O.'s.

But the miles have flown, and here already are the long lines of the camp. We go into the Headquarters Office for a talk. "Grown! I should think we have!" says Colonel———. And rapidly he and one of his colleagues run through some of the additions and expansions.

Where Soldiers Are Made

The training camp has been practically doubled, or rather another training camp has been added to the one that existed last year, and both are equipped with an increased number of special schools—an artillery training school, an engineering training school, a Lewis gun school, an actual gas chamber for the training of men in the use of their helmets, and others of which it is not possible to speak.

"We have put through half a million of re-inforcements since you were here last."

And close upon two million rations were issued last month! The veterinary accommodation has been much enlarged, and two convalescent horse depots have been added. (It is good indeed to see with what kindness and thought the army treats its horses.) But the most novel addition has been a fat factory for the production of fat—from which comes the glycerine used in explosives—out of all the food refuse of the camp.

The fat produced here and in England, has already provided glycerine for millions of eighteen-pounder shells; the problem of camp refuse, always a desperate one has been solved, and as a commercial venture the factory makes 250 per cent profit.

Undeterred by what we hear of the smells, we go off to see it, and the enthusiastic manager explains the unsavory processes by which the bones and refuse of all the vast camp are boiled down into a white fat, that look almost eatable, but is meant, as a matter of fact, to feed not men, but shells. Now is that the only contribution to the fighting line which the factory makes.

All the cotton waste of the hospitals—the old dressings and bandages—come here and, after sterilisation and disinfection, go to England for gun-cotton. Was there ever a grimmer cycle than this by which that which feeds and that which heals becomes is the end that which kills?

We climb up to the high ground of the camp or a general view before we go on to General Headquarters, and I see it spread under the Spring sunshine among the sand and the pines—a wonderful sight. "Everything has grown, you see, except the staff!" says the colonel, smiling, as we shake hands. "But we rub along!"

The Brains of The Battle

Then we are in the motor again, and at last the new General Headquarters—how different from that I saw last year!—rises before us. We make our way into the town, and presently the car stops for a minute before a building, and while our officer goes within we retreat into a side street to wait. But my thoughts are busy. For that building, of which the side-front is still visible, is the brain of the British Army in France, and on the men who work there depend the fortunes of that distant line, where our brothers and sons are meeting, face to face, the horrors and foulnesses of war.

How many women whose hearts hang on the war, whose all is there, in daily and nightly jeopardy, read the words "British Headquarters" with an involuntary lift of soul, an invocation without words! Yet scarcely half a dozen women in this war will ever see the actual spot. And here it is under my eyes, the cold sun shining fitfully on it, the sentry at the door, the khaki, figures passing in and out.

But we move on to a quiet country house in a town garden—the headquarters mess of the Intelligence Department. Here I find among our kind hosts men already known to me—men whose primary business it is to watch the enemy, who know where every German regiment and German commander are; who, through the aerial photography of our airmen, are now acquainted with every step of the German retreat, and have already the photographs of his second line. All the information gathered from prisoners, and from innumerable other sources, comes here, and the department has its eye besides on everything that happens within the zone of our armies in France.

For a woman to be received here is an exception—perhaps I may say an honor——of which I am rather tremulously aware. Can I make it worth while? But a little conversation with these earnest and able men makes it clear that they have considered the matter like any other incident in the day's work. "England's Effort" has been useful, therefore I am to be allowed again to see and write for myself; and therefore what information can be given me as to the growth of our military power in France since last year will be given.

The conversation at luncheon—the simplest of meals—and during a stroll afterwards turns partly on the future: "The coming summer's campaign must decide the issue of the war, though it may not see the end of it." "The issue of the war" and the fate of Europe! "An inconclusive peace would be a victory for Germany." There is no doubt here as to the final issue; but there is a resolute refusal to fix dates or prophesy details. "Man for man we are now the better army. Our strength is increasing month by month, while that of Germany is failing. Men and officers who a year ago were still insufficiently trained are now seasoned troops with nothing to learn from the Germans; and the troops recruited under the Military Service Act, now beginning to come out, are of surprisingly good quality." On such lines the talk ran and it is over all too soon.

Then we are in the motor again, bound for an aerodrome forty or fifty miles away.

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Culture Pearls and Jewels

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31 Nanking Road, SHANGHAI

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Express R.S.
SHANGHAI NORTH dep.	7.55	..	6.20	9.00	12.50	15.20	23.00
SOOCHOW dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH dep.	10.31	..	12.21	13.43	15.52	19.41	2.10
CHANGCHOW dep.	11.22	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG dep.	12.09	9.03	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.52	8.59	15.57	17.18	18.32	..	5.06
NANKING arr.	14.15	10.53	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	8.15 30	T.P.R.	..	..	..	..	..
TSINANFU dep.	8.06	Second	..	..	..	..	..
TIENTSIN arr.	16.51	Day	..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R.		Night Express R.S.
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10	..	..
CENTRAL dep.	..	..	..	..	3.12.08	..	..
TSINANFU dep.	..	..	..	..	10.21	T.P.R. Second Day	..
PUKOW arr.	..	..	..	..	13.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.30	15.55	22.00
CHINKIANG dep.	..	9.05	9.52	12.59	16.01	18.25	1.00
TANYANG dep.	..	9.57	10.57	13.40	16.38	19.19	..
CHANGCHOW dep.	6.20	11.14	12.23	14.52	17.24	20.30	3.06
WUSIH dep.	7.31	12.22	13.44	15.58	18.31	..	4.11
SOOCHOW dep.	8.46	13.50	15.08	16.55	19.28	..	5.12
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.20	..	7.55

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	19.00	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	19.10	21.25
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.47	18.37	20.22	22.37	KIANGWAN dep	6.26	7.46	10.16	12.24	14.11	15.41	17.36	9.21	21.41
SHANGHAI NORTH .. arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS..arr.	6.40	8.10	10 40	12.50	14.35	16.05	18.00	19.45	22.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North ..... dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield ..... dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Soochow ..... dep.	....	8.10	9.25	10.35	....	14.34	....	....	....
Lunghwa Junction ..... dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South ..... dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction ..... dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Songkiang ..... dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai ..... dep.	....	10.08	11.58	13.33	....	16.15	18.57	....	....
Kashing ..... dep.	7.20	10.35	12.36	14.16	....	16 45	19.30	....	....
Yeh Zah ..... dep.	8.08	11.14	13.20	15.15	....	17.21	....	....	....
Chang An ..... dep.	9.00	11.49	14.04	16.10	....	17.55	....	....	....
Hangchow ..... dep.	10.38	12 55	15.28	17.47	....	18.54	....	....	....
Zah Kou ..... arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou ..... dep.	....	....	....	6.45	8.10	....	8.55	14 15	16.00
Hangchow ..... dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.35
Chang An ..... dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah ..... dep.	....	....	....	8.52	10.40	....	12 30	15.57	18.56
Kashing ..... dep.	....	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai ..... dep.	....	....	8.00	10.05	12.00	....	14 47	17.05	....
Songkiang ..... dep.	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction ..... dep.	*8.35*	*9.53*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South ..... arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction ..... dep.	....	....	....	11.44	14.07	....	17.22	18.32	....
Soochow ..... dep.	....	....	....	11.58	14.17	....	17.32	18 42	....
Jessfield ..... dep	....	....	....	12.01	14 26	....	17.41	18.51	....
Shanghai North ..... arr	....	....	....	12.20	14.45	....	18.00	19.10	....

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	....	9.40	12.20	...	17.15	....
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow... ..	dep.	7.45	10.05	12.50	14.55	17.40	18 50
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.23	13.05	15.10	17.52	19.02
Zah Kou.....	arr.	....	9.25	11.55	....	17.00	....	Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.23	18.05	19.15

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, June 22, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 92=Tls.	1.08
@ 72.9=Mex.	$1.49
Mex. dollars: Market rate	72.55
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1797
Sovereigns:	
Buying rate @ 3/9½=Tls.	5.27
exch. @ 72.9=Mex.	$7.23
Peking Bar	273
Native Interest	.02

Latest London Quotations

Bar Silver	39⅞d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.36
Ex., N. Y. on London T.T.	$ 476⅛
Consols	£ —

Exchange Closing Quotations

London	T.T.	3/9⅛
London	Demand	3/9⅛
India	(nominal) T.T.	281½
Paris	T.T.	524½
Paris	Demand	525
New York	T.T.	90⅛
New York	Demand	90⅛
Hongkong	T.T.	66⅛
Japan	T.T.	56½
Batavia	T.T.	217½

Bank's Buying Rates

London	4 m-s. Cdts.	3/11½
London	4 m-s. Docy	3/11⅝
London	6 m-s. Cdts.	3/11½
London	6 m-s. Docy.	3/11⅝
Paris	4 m-s.	540
New York	4 m-s.	93⅞

The following are the Customs Rates of Exchange to the end of June:—

	£1=Hk. Tls.	5.03
Hk. Tls.	1=Francs	5.40
„ „	1=Marks	4.41 (nom.)
Gold $	1=Hk. Tls.	1.06
Hk. Tls.	1=Yen	1.85
„ „	1=Rupees	2.98
„ „	1=Roubles	3.56
„ „	1=Mex. $	1.50

Kota Bahroe Pays Tls. 1 For The Year

We are authorised to state that the Net Profits of the Kota Bahroe Rubber Estates, Limited, for the year ended March 31, 1917, amounted to Tls. 168,165.36, and after deducting the sum of Tls. 58,500 for Interim Dividend paid on November 22, 1916, there remains the sum of Tls. 109,665.36, which added to the amount brought forward from last year, viz. Tls. 79,467.90, make a total of Tls. 189,133.26.

The Directors intend to recommend at the forthcoming Annual General Meeting which takes place on July 3, 1917, that the sum of Tls. 189,133.26 be disposed of as follows:—

	Tls.
To pay a Final Dividend of 55 Cents per share making one Tael per share for the year	71,500.00
To write off Development Account	109,693.26
Bullocks and Carts	605.67
Plant and Machinery	1,543.60
Wells and Water Supply	802.96
To carry forward to next year's Accounts	4,987.77
Tls.	189,133.26

London Rubber Market

Reuter's Service

London, June 21.—Today's rubber prices were:—

Plantation First Latex Crepe:
Spot: 2s. 7d. paid.
July to December 2s. 8d. paid.
Tendency of Market: Dull.

Previous Quotation, London, June 20:—

Spot: 2s. 8d. paid.
July to December: 2s. 8⅜d. paid.
Tendency of Market: Weak.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for June 21 was 80 tons."

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JAPANESE BUILDING 189 NEW STEAMERS

Of These, 57 Are Between 5,000 And 6,000 Tons, The Most Popular Size

Japan is fast increased her mercantile marine and among her eleven shipbuilding yards there are 189 steamers, each exceeding 1,000 tons, with an aggregate tonnage of 948,034 tons, which are now building or on which building will be started soon, according to applications sent into the Department of Communications. Because of a subsidy which the government grants to each vessel, applications are sent to the authorities whenever a keel is laid down.

Those steamers which are now under construction or on which construction will be soon started are as follows: eight vessels, with a combined tonnage of 10,600 tons each between 1,000 and 2,000 tons, eighteen vessels with 38,238 tons, between 2,000 and 3,000 tons each; twenty-five vessels with 81,022 tons each between 3,000 and 4,000 tons; thirty-seven vessels with 165,600 tons, each between 4,000 and 5,000 tons; fifty-seven vessels with 318,510 tons, each between 5,000 and 6,000 tons; twelve vessels with 78,000 tons, each between 6,000 and 7,000 tons; fifteen vessels with 110,934 tons; each between 7,000 and 8,000 tons; twelve vessels with 97,630 tons, each between 8,000 and 9,000 tons and five vessels with 47,500 tons, each between 9,000 and 10,000 tons.

BAR SILVER

Reuter's Service

London, June 21.—Today's silver prices were as follows:—

Bar Silver Spot: 39⅝d. Scarcity of offerings, Firm.

Previous Quotation, London, June 20:—

Bar Silver Spot: 39½d. Steady.

Raven Trust Co., Ltd.

15 Nanking Rd. Phone 60.

Resources ..... Tls. 470,000

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We can arrange loans for any amount from Tls. 5,000 up on first class real estate security.

INSURANCE

Fire.
Life
Marine
Motor Car
Burglary
Fidelity
Lowest rates.

TRUST DEPARTMENT

Writes wills.
Administers estates.
Acts as guardian for children.
Executes every trust with fidelity.

STOCK AND BOND DEPT.

Advises regarding purchase of stocks and bonds.
Purchases stocks and bonds for clients.
Sells stocks and bonds for clients.
Collects dividends on shares for clients.

INVESTMENT

We have for sale, in amounts of Tls. 20 or more, Preference Shares paying interest at 7%.

FURNISHED HOUSE TO LET

Containing drawing room, dining room, three bedrooms, two bath rooms, garden and tennis, from June 27 for three months.

OFFICES TO LET

One room at 15 Nanking Road.
Two rooms at 15 Nanking Road.
One private flat of three large rooms at 15 Nanking Road.

Raven Trust Co., Ltd.

15 Nanking Rd. Phone 60.

The China Mutual Life Insurance Company, Ltd.

Copies of the Directors' Report, Revenue Account and Balance Sheet may be obtained on application in person or in writing to the Managers

Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
A. H. Compton Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
E. V. D. Darr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on Approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$50,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted.

Interest allowed on Current Deposit Accounts in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	1,010,000.00
	U.S. $7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000
Reserve Fund—
Guilders 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.
Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore,	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.
SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital (Paid-up)	Yen	15,000,000
Reserve	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA.
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中 孚 銀 行 Chung Foo Union Bank

Statutes approved by the Government in 1916
Head Office: Tientsin

Capital	$2,000,000.00
Paid up Capital	$1,000,000.00
Managing Director: SUN TAO SAN.	

Branches and Agencies:

Peking	Hankow
Shanghai	Hongkong
Nanking	Canton
Hsuchow	Pengpu
Yangchow	Chinkiang
Ningpo	Hangchow
Tientsin	Shaohsing

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

Business and Official Notices

RAINCOATS at Pre-War Prices ! ! !

For Ladies, Gentlemen and Children, all sizes in stock !

H. G. HILL & CO.

119 Szechuen Road. Phone Central 2240

Kiangnan Poultry Farm

Chun Hsin Road (back of the S. N. Railway Station)

This Farm supplies best POULTRY TONIC for sale; particularly good for birds in summer season. One picul for $2.00 only. Please order from the farm and it will be delivered to you.

Yuen Woo Tai & Co.

Wholesale and Retail Dealers

Tel. No. North 3127.

C-217/218 Corner of Woosung and Quinsan Roads, Hongkew.

BAKERS, TOBACCONISTS, WINE and SPIRIT MERCHANTS, PROVISION SUPPLIERS.

Order Books will be sent on application.

Prices moderate.

14158

Dr. S. Nakanishi

Veterinary Surgeon

Y-A 4 Barchet Road,

wishes to inform patrons that histelephone number has been changed to North 611 from April 1, 1917.

13339

W. ASSOMULL & CO.,

Indian Store

No. 4, Broadway,

(Opposite Astor House)

Dealers in:

Indian, Chinese and Japanese Silks, Fancy Articles, Carpets, Rugs, Indian Muslin, Damascene, Brass Ware, Etc, Inspection cordially solicited.

A large assortment of Chefoo Laces.

Tel. No. 2611.

13212

KINGMAN & BROS.

DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery,

Philadelphia, U.S.A.,

Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.

No. 40 Szechuen Road.

13709

IF YOU WISH to have good results in Developing and Printing your Films, send to **THE ASIA PHOTO SUPPLY CO.** 135-A. Szechuen Road. 'Phone No. 1647.

13332

M. CHING CHONG

Proprietor, Yeh Mei-ching

Hardware and Metal Merchants

Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd

We have also Black Dye in stock, Trade Mark Zang Kun at moderate prices.

For further information, please apple to—

66-69 North Soochow Road, Shanghai

Tel. Gen. office No. 2971

Tel. Pri. office No. 4385

Carpets and Rugs

MADE TO ORDER

Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.

HWA YENG FACTORY.

Nos. 11, 13 and 15 Route des Soeurs and Corner of Great Western Road.

GOOD PRICES can be obtained at Auction and Private Sale for Rugs, Curios, in fact any Chinese Merchandise Suitable for use or ornaments by Public of Baltimore. Communicate, sending Samples, E. T. Newell & Company, 519 N. Howard Street, Baltimore, Maryland.

14161

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature :

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and vice versa. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address :

CHUNG HWA TRANSLATION CO.

21 Foochow Road, Shanghai.

Telephone 3925.

Sam Joe & Co

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE

PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway

Telephone No. 1095.

SHANGHAI.

ASTOR HOUSE HOTEL,

TIENTSIN.

Cable Address :

ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

EVAPORATED MILK

For all milk purposes

MILKMAID BRAND

excels dairy milk and is cheaper in use.

Always ready Always pure

ALL STORES SELL MILKMAID

FIRE INSURANCE

Is The Best

Peace Insurance

For Your Mind

Call on the

CHINA INVESTMENT CO.,

13 NANKING ROAD,

'Phone 4757

CHINA REALTY CO., LTD.

39 Nanking Road

HOUSES FOR SALE

We have just finished building several houses with all modern improvements, tennis lawns, flush closets, garage, etc.

These houses are for sale on terms to suit purchasers.

HOUSES FOR RENT

We have Houses for Rent in both English and French Settlements.

LAND FOR SALE

We have Land for Sale in sizes to suit purchasers. Building lots and land for mills and factories.

For Particulars Apply To

CHINA REALTY CO., LTD.

39 Nanking Road

STYLISH FITTINGS ADD STYLE To THE GOODS

BUSINES AIDS BY

V. K. SHEN & SON

Furniture Manfacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD], airtight showcases, window enclosures, bronzed, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and funiture, museum cases, and stands, etc.

Sketches and Estimates Submitted Free

New Specimen and Sales Rooms : P372 Nanking Road, Tel. 5346

Head Office and Sales Rooms : 109 Hankow Road, Tel. 1710

Works : Tatung Road, and Siccawei Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

AMUSEMENTS

Lyceum Theatre

Monday, June 25th

J. R. Willadsen presents

THE FRAWLEY COMPANY

in

" BOUGHT AND PAID FOR "

A Comedy Drama dealing with a self-made man

by

George Broadhurst

Author of

" What Happened to Jones " and other successes.

CAST OF CHARACTERS

Robert Stafford	T. Daniel Frawley
James Gilly	Geo. Austin Moore
Oka	Kashma
Virginia Blain	Eva Lang
Fanny Blain	Annette Tyler
Josephine	Gloria Fonda

Time—Present

Place—New York City

REPERTOIRE

" The Wolf " June 26, 27, 28

" Paid in Full " June 29, 30, July 2

" Climax " July 3, 4, 5.

APOLLO THEATRE

TONIGHT

Sunday, June 24th at 9.15 p.m.

H. M. GOVERNMENT TOUR OF

" THE BATTLE OF THE ANCRE "

AND

" THE ADVANCE OF THE TANKS "

New Munition and Navy Pictures,

" A National Shell Filling Factory "

and

" With the British Navy in War Time "

introducing wonderful pictures of **Hydroplanes and Submarines.** One third of the entire gross proceeds, without any deductions whatever, are sent to the War Office to be given to charities in connection with the war.

Prices of Admission: $2 and $1.

Matinee Today at 3 p. m.

Showing 3rd and 4th Episodes of

"THE SHIELDING SHADOW"

Usual Matinee Prices.

OLYMPIC THEATRE

Tuesday, June 26th at 9.15 p.m.

GRAND CONCERT

PRESENT BY

PROF GERARD ZALSMAN

assisted at the Piano by Mr. J. Joosten

THE WELL-KNOWN DUTCH BARITONE

The Following Programme will be Presented

1.—a	Elegie	*Massenet*
b	Les Berceaux	*Faure*
c	Si j'etais jardinier	*Chaminade*
2.—a	Novembre	*Tremisot*
b	Le Charme	*Chausson*
c	Romance	*Debussy*
d	Serenade	*G. Pierne*
3.—a	Lied	*Cesar Franck*
b	Chanson Triste	*H. Duparc*
c	Chanson Hindou	*Bemberg*
d	Pastorale	*G. Bizet*
4.—a	Si mes vers avaient des ailes	*Hahn*
b	D'une Prison	"
c	L'heure exquise	"
d	Ouvre tes yeux bleus	*Massenet*
5.—a	Plaisir d'amour	*Martini*
b	La Cloche	*Saint Saens*
c	The Rosary	*E. Nevin*
d	Somewhere a voice is calling	*A. Tate*

Prices $3. 2 and 1. **Booking now open at Moutrie's**

ISIS THEATRE

Corner of Jukong Road and N. Szechuen Road (about 150 yards from Range Road)

Two Performances Nightly

at 7.15 p.m. and 9.15 p.m.

MATINEE

Today at 3 p.m.

Programme 24th, June

TONIGHT TONIGHT

The 11th and 12th Episodes of

THE WONDER SERIAL PLOT

"The Mysteries of Myra"

The story has now reached a very interesting stage and if you MISS these Two Episodes you will REGRET it.

TO BE SCREENED TONIGHT

"The Far Eastern Olympic Games"

Held in Tokyo, May 8th to 12th, 1917

The pictures are remarkably clear and give detailed description of all the principal events, which are most interestng.

TONIGHT SHOWING

The Funniest Comedies:—

"RASKEY'S ROAD SHOW"

"HEARTS and CLUBS"

Admission Prices:—

Stall 30 cents, Dress Circle 50 cents, Box seat 70 cents.

VICTORIA THEATRE

New Programme

FOR

Sunday and Monday, 24th and 25th June

AND

MATINEE

TODAY AT 3.15

PRESENTING

The Great Italian Masterpiece

"EXCELSIOR"

In Four Acts

AND

CHARLIE CHAPLIN

IN

" THE COUNT "

A Special Mutual Chaplin

In Two Parts

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening

at 9.15

Change of Programme on Mondays & Fridays

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME for Sunday, 24th June

"Physical Culture, Jumping"

Educational and Science Series

" Shadows and Sunshine "

Pathe Gold Roster Play. In Five Parts.

Featuring

Marie Osborne, the remarkable child actress

"LOVE AND PIES"

Amusing Comedy

ALL NEW PROGRAMME EVERY MONDAY AND FRIDAY.

Admission Prices

1st class 30 cts., 2nd class 20 cts., 3rd class 10 cts.

TWO SHOWS

Every Night: 7.15 and 9.15 p.m.

Matinees on Sundays at 2.30 p.m.

Commencing Monday, June 24th

" THE IRON CLAW "

19th and 20th Episodes, entitled:

" The Cave of Despair "

and

" The Triumph of the Laughing Mask "

FOUR REELS.

Passengers Arrived

Per C.M. s.s. Kiangwah from Hankow:—Messrs. Norwandin, Sunda, Hennit, Vilanpki, Hursly, and Drake.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. H. J. Molony, Mr. and Mrs. Gauge, and Mr. P. Pochock.

Per C.N. s.s. Chenan from Hongkong:—Mr. Parsons, Mr. T. Johnson, and Miss Simmons.

Per N.Y.K. s.s. Hakual Maru from Japan:—Mr. and Mrs. H. B. Frilske, Mr. W. H. Battles, Mr. R. Gestreand, Mr. P. R. Markham, Mr. M. Kirkemo, Mr. D. Laidlow, Mr. J. H. Newzome, and Mr. W. C. Smith.

Launch Services

TODAY

The tender conveying passengers to the N.Y.K. s.s. Shidzuoka Maru will leave the Customs jetty at 5 p.m.

TOMORROW

The tender conveying passengers to the N.K.K. s.s. Tafoo Maru will leave the Canton Road jetty at 11 p.m.

The tender conveying passengers to the O.S.K. s.s. Kohoku Maru will leave the jetty in front of the Nisshin Kisen Kaisha at 8 p.m.

The tender conveying passengers to the T.K.K. s.s. Shinyo Maru will leave Customs jetty at 9 a.m.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June 25	9.30*	San Francisco	Shinyo maru	Jap.	Alexander
" 26	"	Victoria B.C. & Seattle	Shidzuoka maru	Jap.	N. Y. K.
" 27	"	Tacoma & Seattle Wash	Mexico maru	Jap.	O. S. K.
" 30	"	San Francisco	China	Am	G. J. Pet.
July 6	"	San Francisco	Persia maru	Jap.	Alexander
" 20	"	San Francisco	Korea maru	Jap.	Alexander
" 21	"	San Francisco	Colombia	Am.	P. M. S. S. Co
" 21	"	Victoria B.C. & Seattle	Inaba maru	Jap.	N.Y.K.
" 30	"	San Francisco	Siberia maru	Jap.	Alexander

FOR JAPAN PORTS

June 26	9.00*	Nagasaki, Kobe & Yokohama	Shinyo maru	Jap.	Alexander
" 26	"	Kobe	Shidzuoka maru	Jap.	N. Y. K.
" 28	4.00*	Nagasaki, Moji & Kobe	Hakuai maru	Jap	N. Y. K.
" 27	"	Moji, Kobe & Yokohama	Mexico maru	Jap.	O. S. K.
" 28	"	Kobe and Osaka via Moji	Kumano maru	Jap	N. Y. K.
" 29	"	Nagasaki, Kobe & Yokohama	China	Am.	G. J. Pet.
" 30	"	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
July 3	"	Nagasaki, Moji and Kobe	Omi maru	Jap.	N. Y. K.
" 7	"	Nagasaki, Moji & Kobe	Chikuzen maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

June 29	"	Liverpool etc.	Kashima maru	Jap.	N. Y. K.
July 8	"	London etc.	Mishima maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

June 25	4.00	Ningpo	Hsin Peking	Br.	B. & S.
" 25	4.00	Ningpo	Hain Ningshao	Chi.	N.S.S. Co.
" 25	D.L.	Takao via F'chow & K'lung	Kohoku maru	Jap.	O. S. K.
" 25	P.M.	Wenchow via Ningpo	Poochi	Chi.	C.M.S.N.Co.
" 26	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
" 26	A.M.	Honkong & Canton	Kwanglee	Chi.	C.M.S.N.Co.
" 26	A.M.	Foochow	Haean	Chi.	C.M.S.N.Co.
" 26	D.L.	Swatow, Hongkong & Canton	Chenan	Br	B. & S.
" 28	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br.	B. & S.
" 30	"	Manila	Colombia	Am.	P.M.S.S.Co.
July 2	"	Takao via F'chow & Keelung	Taichi maru	Jap.	O.S.K.
" 3	D.L.	Swatow, Hongkong & Canton	Sunning	Br.	B. & S.
" 5	8.30*	Honckong	Inaba maru	Jap.	N. Y. K.
" 5	"	Hongkong	Canada maru	Jap.	O.S.K.

FOR NORTHERN PORTS

June 25	2.00	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.
" 26	A.M.	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
" 28	3.00	Weihaiwei, Chefoo & T'tsin	Shenking	Br.	B. & S.
" 28	"	Tientsin direct	Kwangping	Br.	K. M. A.
" 26	"	Chinwangtao direct	Kiangping	Chi.	K.M.A.
" 28	"	T'tsin & Dalny via T'tao	Keelung maru	Jap.	O.S.K.
" 28	10.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br.	B. & S
" 30	10.00*	W.h.w., C'foo & T'tsin	Shuntien	Br.	B. & S.
July 1	D.L.	Antung	Wenchow	Br.	B. & S.

FOR RIVER PORTS

June 24	M.N.	Hankow etc.	Kiangtoo	Chi.	C.M.SN. Co.
" 25	M.N.	do	Tafoo maru	Jap.	N.K.K.
" 25	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co.
" 25	M.N.	do	Tungting	Br.	B. & S.
" 26	M.N.	do	Nanyang maru	Jap.	N.K.K.
" 26	M.N.	do	Chungking	Br.	B. & S.
" 26	M.N.	do	Loongwo	Br.	J.M. & Co.
" 27	M.N.	do	Kiangkwan	Chi.	C.M.S.N.Co.
" 27	M.N.	do	Poyang	Br.	B. & S.
" 29	M.N.	do	Luenyi	Br.	B. & S.
" 30	M.N.	do	Ngankin	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
June 21	Ningpo	Kiangteen	2012	Chi	C.M.S.N. Co	KLYW
" 23	Kohoku maru		628	Jap.	O. S. K.	
" 23	Hongkong	Chenan	1053	Br.	B. & S.	CNW
" 23	Chinwangtao	Kwangping	1244	Br.	K. M. A.	KMAW
" 23	Chefoo	Hainming	1428	Chi.	C. M. S. N. Co.	KLYW
" 23	Wenchow	Poochi	631	Chi.	C. M. S. N. Co.	KLYW
" 23	Hongkong	Kwanglee	1268	Chi.	C.M.S.N. Co.	KLYW
" 23	Hankow	Tungting	1264	Br.	B. & S	CNW
" 24	Hankow	Tafoo maru	1756	Jap.	N.K.K	LPDW
" 23	Hankow	Kiangwah	2101	Chi.	C.M.S.N. Co.	KLYW
" 23	Japan	Hakuai maru	1434	Jap.	N. Y. K.	NYKW
" 23	Hongkong	Ecuador	3517	Am.	P.M.S.S. Co.	

Departures

Date	For	Ship's Name	Tons	Flag	Agents
June 23	Newchwang	Chihli	1862	Br.	B. & S.
" 23	Chefoo	Yusang	1223	Br.	J. M. & Co.
" 23	Weihaiwei, Chefoo & T'tsin	Tungchow	1263	Br.	B. & S.
" 23	Amoy	Taishun	1612	Chi.	C.M.S.N. Co.
" 23	Japan	Yawata maru	3896	Jap.	N.Y.K.
" 23	Hankow etc.	Siangyang maru	2225	Jap.	N.K.K.
" 23	Hankow etc.	Wuchang	1719	Br.	B. & S.
" 23	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co

For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinming Capt. Mackenion will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shengking Captain Barkus, will leave from the French Bund on Tuesday, June 26, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight, Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO direct. — The Kailan Mining Administration chartered s.s. Kiangping June 26. For Freight or Passage apply to Agent No. 1 Jinkee Road Tel. No. 319.

TIENTSIN direct.—The Kailan Mining Administration s.s. Kwangping June 26. For Freight or Passage apply to Agent No. 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Thursday, June 28, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAU.—The Steamer Keelung Maru, Captain T. Kamiashi, will be despatched from the C.'s Yangtszepoo wharf on June 28, ——The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Captain Northcombe, will leave from the French Bund on Saturday, June 30, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Wenchow Capt. A. McDowell, will leave on Sunday, July 1, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The s.s. Shinyo Maru 22,000 tons Capt. W. C. T. S. Filmer, will leave on Monday, June 25. Tender conveying passengers and mails will leave Customs jetty at 9 a.m. For passage apply to Toyo Kisen Kaisha, T.N. Alexander Agent.

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The str. Mexico Maru, Captain T. Yamaguchi, will be despatched from on June 27, at ——, Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at seattle and Tacoma. Consular Invoices must accompany overland shipment. The tender will leave the Customs jetty for conveyance of passengers and mails to the steamer, at —— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234, 4047.

Vessels Loading

For River Ports

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tungting Captain Wavell, will leave from the French Bund on Monday, June 25, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangwah Capt. John McArthur will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Tafoo Maru Capt. S. Hosokawa, will be despatched from Pootung N.K. K. Wharf on Monday, June 25 at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Co.'s Str. Nanyang Maru Capt. K. Takeshita, will be despatched from N.Y.K. Wharf on Tuesday, June 26 at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo tons 3,925 Capt. Findelson, will leave on Tuesday, June 26 at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

RIVER PORTS.—The China Navigation Co.'s Steamer Chungking Capt. E. Monkman, will leave on Tuesday, June 26 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agent. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Str. Poyang Capt. Carnaghan, will leave from the French Bund on Wednesday, June 27 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Str. Luenyi Capt. Frazier, will leave from the French Bund on Friday, June 29 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Str. Ngankin Capt. F. Newcomb, will leave from the French Bund on Saturday, June 30 at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, June 25, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel, No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on June 25, at daylight. The steam-launch conveying passengers on board will leave the jeety in front of the Nisshin Kisen Kaisha at 8 p.m. on the previous day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4 The Bund. Tel. No. 4234 and 4047.

WENCHOW via NINGPO.—The Str. Poochi Capt. J. Mackie will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Steamer Haean Captain F. H. Wallace will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The Str. Kwanglee Capt. A. P. Sangster will leave on Tuesday morning. For Freight or Passage apply to C.M.S. N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Chenan Capt. P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, June 26, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinkiang Capt. Benson, will leave from the French Bund direct for the above ports on Thursday, June 28 at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Steamer Canada Maru, Capt. T. Suruga, will be despached from the Co.'s Yangtszepoo wharf on July 5, at —— The steam-launch conveying passengers on board will leave the jetty at —— on the same day. For Freight or Passage apply to The Osaka Shosen Kaisha. No 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

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Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4 p.m.
The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Fund.

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PACIFIC MAIL S.S.CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each

TO SAN FRANCISCO

VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO.

S.S. "Ecuador"	June 23, 1917
S.S. "Colombia"	July 21, 1917
S.S. "Venezuela"	Aug. 18, 1917
S.S. "Ecuador"	Sept. 15, 1917

SAILINGS FOR MANILA.

S.S. "Colombia"	June 30, 1917
S.S. "Venezuela"	July 28, 1917
S.S. "Ecuador"	Aug. 25, 1917
S.S. "Colombia"	Sept. 22, 1917

(Subject to change)

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.

Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information re freight and passage, apply to

B. C. HAILE, Special representative.
ANDERSEN, MEYER & CO., LTD. Agents.
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu Yokohama and Victoria, B. C.

		arr.	leave.
"MEXICO MARU"	(12,000 tons) Capt. T. Yamaguchi	June 26,	27
(For Hongkong)		arr.	leave.
"CANADA MARU"	(12,000 tons) Capt. T. Suruga	July 4,	5

CHINA COASTING LINE

		arr.	leave
For Tientsin and Dairen via Tsingtau			
"KEELUNG MARU"	(1,569 tons) Capt. T. Kamiashi	June 26,	28
For Foochow, Keelung and Takao.		arr.	leave.
"KOHOKU MARU"	(2,610 tons) Capt. K. Saito	June 23,	25
"TAICHI MARU"	(1,201 tons) Capt. H. Ueda	June 30,	July 2

The Company also run numerous steamers from Japan to India, South America, Australia, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA
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SHANGHAI to VANCOUVER
thence
CANADIAN PACIFIC RAILWAY
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GLACIER, FIELD, LAKE LOUISE, BANFF

Along the Fraser and Thompson River Canyons Through the Selkirks and Canadian Rockies

Every facility of our office is at your disposal in planning trips, and we shall be pleased to quote fares to any point, and work out itineraries from starting point to destination.

For further information, sailings, etc., please apply to

G. M. JACKSON, General Agent Passenger Dept.
L. E. N. RYAN, Agent.

Corner of Peking and Yuen Ming Yuen Roads,
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T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE.

To San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

"SHINYO MARU"	22,000	Tons.	June 25	1917
"PERSIA MARU"	8,000	"	July 6	"
"KOREA MARU"	20,000	"	July 20	"
"SIBERIA MARU"	18,000	"	July 30	"
"TENYO MARU"	22,000	"	Aug. 13	"

Shinyo Maru sails on Monday, June 25. Tender will leave Customs jetty at 9 a.m. on that day.

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Perla Maru offering superior accommodation, first-class cuisine, and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Agent*,
North China Insurance Co.'s Building,
Telephone No. 3229. (Entrance, 71 Szechuen Road).

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FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU

JUNE 29, SEPT. 8, NOV. 19.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG

AUG. 26, NOV. 6.

G. J. PETROCELLI. FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR

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Regular Steamship service between Sweden and China.
Shanghai Agents:
The Ekman Foreign Agencies, Ltd.

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SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
KASHIMA MARU** ...	19,000	——	June 29
MISHIMA MARU	16,000	——	July 8
SUWA MARU	21,000	——	July 22

**For Liverpool.

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SHIDZUOKA MARU ...	12,500	Capt. J. Noma,	June 26, 1917
INABA MARU	12,500	Capt. K. Higo,	July 21, 1917
YOKOHAMA MARU ...	12,500	Capt. T. Terada,	Aug. 6

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAWATA MARU	7,000	Capt. K. Yasuhara,	June 23
HAKUAI MARU	5,000	Capt. K. Takano,	June 26
YAMASHIRO MARU ..	7,000	Capt. K. Sudzuki.	June 30
OMI MARU	7,000	Capt. M. Machida,	July 3
CHIKUZEN MARU ...	5,500	Capt. Y. Nakajima,	July 7

KOBE TO SEATTLE.

AWA MARU	12,500	Capt. K. Hayashi,	July 13

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	June 23
KASUGA MARU	7,000	Capt. K. Yagiu,	July 5

FOR JAPAN.

SHIDZUOKA MARU ...	12,500	Capt. I. Noma,	June 25
ATSUTA MARU	16,000	——	July 9

FOR HONGKONG.

INABA MARU	12,500	——	July 3, 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan and Australian (calling at Hongkong and Manila.)

		Leave Hongkong.
NIKKO MARU	10,000	July 17, 1917
AKI MARU	12,500	Aug. 14, 1917
TANGO MARU	14,000	Sept. 18, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ = Midnight, 13³⁰ = 1³⁰ p.m.

Septem er 1st, 1916. and until further notice

Mail 101 B. s.	Mail 8. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2035	835	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	643	84	dep. Tientsin-Central arr.	1930	1638	710
000	1126	620	. .	arr. Tientsin-East dep	1920	1645	700
1910	520	2330	524	arr. Mukden dep	2301	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1950
725	1140	—	2.71	arr. Tientsin Central dep.	—	1645	1941
745	1200	—	78	dep. Tientsin-Central arr.	—	1631	1911
1133	1500	—	148	dep. Tsangchow dep.	—	1332	1508
1457	1748	—	148	dep. Techow dep.	—	1048	1158
1891	2021	—	—	arr. Tsinanfu dep.	—	806	845
7.	:	—	220	:	—	:	8.
810	2031	—	—	dep. Tsinanfu arr.	—	756	1813
1039	223	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—	318	arr. Yenchowfu dep.	—	340	1311
1315	048	—	318	dep. Yenchowfu arr.	—	339	1256
1556	316	—	377	dep. Linchang dep.	—	120	1032
1818	450	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1156	838	—	523	arr. Pengpu dep.	—	1953	1442
1204	840	—	—	dep. Pengpu arr.	—	1948	1412
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1848	1300	—	631	arr. Pukow dep.	—	1530	728

Express 16 B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .	. .	dep. Nanking arr.	. .	1415	630
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line						
930	1330	2130	d. Yenchowfu a.	610	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1456	2282	a. Tsiningchow d.	528	1126	1859	638	1219	1908	a. Tsochuang d.	708	1302	1930

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

SWEDISH PAPER

is the best for any purpose.

The Ekman Foreign Agencies, Ltd.

No. 6 Kiangse Road

Full Text of President Wilson's Flag Day Address

Following is the full text of President Wilson's Flag Day address, delivered on June 14th:

We meet to celebrate Flag Day because this flag which we honor and under which we serve is the emblem of our unity, our power, our thought and purpose as a nation. It has no other character than that which we give it from generation to generation. The choices are ours, it floats in majestic silence above the hosts that execute those choices whether in peace or in war and yet though silent it speaks to us, speaks to us of the past, of the men and women who went before us and of the records they wrote upon it.

We celebrate the date of its birth and from its birth until now it has witnessed a great history, has floated on high the symbol of great events, of a great plan of life worked out by a great people. We are about to carry it into battle, to lift it where it will draw the fire of our enemies, we are about to bid thousands, hundreds of thousands, it may be millions of our men, the young, the strong, the capable men of the nation to go forth and die beneath it on the fields of blood far away.

For what? For some unaccustomed thing? For something for which it has never sought the fire before? American armies were never before sent across the seas, why are they sent now? For some new purpose for which this great flag has never been carried before, or for some old heroic purpose for which it has seen men, its own men, die on every battlefield upon which Americans have borne arms since the revolution? These are questions which must be answered. We are Americans, we in our turn serve America and can serve her with no private purpose, we must use her flag as she has always used it, we are accountable at the bar of history and must plead in utter frankness what purpose it is we seek to serve.

It is plain enough how we were forced into the war; the extraordinary insults and aggressions of the Imperial German Government left us no self-respecting choice but to take up arms in defense of our rights, as a free people, and of our honor, as a sovereign government. The military masters of Germany denied us the right to be neutral, they filled our unsuspecting communities with vicious spies and conspirators and sought to corrupt the opinion of our peoples in their own behalf. When they found that they could not do that their agents diligently spread sedition amongst us and sought to draw our citizens from their allegiance, and some of those agents were men connected with the Official Embassy of the German Government itself, here in our own Capital.

They sought by violence to destroy our industry and arrest our commerce, they tried to incite Mexico to take up arms against us and to draw Japan into a hostile alliance with her, and that not by indirection but by direct suggestion from the Foreign Office in Berlin. They impudently denied us the use of the high seas and repeatedly executed their threat that they would send to their death any of our people who ventured to approach the coasts of Europe, and many of our own people were corrupted; and began to look upon their own neighbors with suspicion and to wonder in their hot resentment and surprise whether there was any community in which hostile intrigue did not lurk. What great nation in such circumstances would not have taken up arms? Much as we had desired peace it was denied us, and not of our own choice. This flag under which we serve would have been dishonored had we withheld our hand, but that is only part of the story.

We know now, as clearly as we knew before we were ourselves engaged, that we are not the enemies of the German people, and that they are not our enemies. They did not originate or desire this hideous war or wish that we should be drawn into it, and we are vaguely conscious that we are fighting their cause as they will some day see it, as well as our own. They are themselves in the grip of the same sinister power that has now at last stretched its ugly talons out and drawn blood from us. The whole world is at war because the whole world is in the grip of that power and is trying out the great battle which shall determine whether it is to be brought under its mastery or fling itself free.

The war was begun by the military masters of Germany who proved to be also the master of Austro-Hungary. These men have never regarded nations as peoples, men, women and children of like blood and frame as themselves for whom governments existed and in whom governments have their life. They have regarded them merely as serviceable organisations which they could by force or intrigue corrupt or bend to their own purpose. They have rearded the smaller states in particular and the peoples who could be overwhelmed by force as their natural tools and instruments of domination; their purpose has long been avowed; the statesmen of other nations, to whom that purpose was incredible, paid little attention regarding what German professors expounded in their classrooms, and German writers set forth to the World as the goal of German policy, as rather the dream of minds detached from practical affairs, as preposterous private conceptions of German destiny than as the actual plans of responsible rulers. But the rulers of Germany themselves knew all the while what concrete plans, what well advanced intrigues, lay back of what the professors and the writers were saying, and were glad to go forward unmolested filling the thrones of Balkan states with German Princes, putting German officers at the service of Turkey to drill her armies and to make interest with her government, developing plans of sedition and rebellion in India and Egypt, setting their fires in Persia.

The demands made by Austria upon Servia were a mere single step in a plan which compassed Europe and Asia from Berlin to Bagdad, they hoped those demands might not arouse Europe but they meant to press them whether they did or not, for they thought themselves ready for the final issue of arms. Their plan was to throw a broad belt of German military power and political control across the very center of Europe and beyond the Mediterranean into the heart of Asia, and Austria-Hungary was to be as much their tool and pawn as Servia, or Bulgaria, or Turkey, or the ponderous states of the East. Austria-Hungary indeed was to become part of the Central German Empire absorbed and dominated by the same force and influence that had originally cemented the German states themselves. The dream had its heart at Berlin, it could have had a heart nowhere else; it rejected the idea of solidarity of race entirely, the choice of pople played no part in it at all, it contemplated bending together only by force—Czechs, Magyars, Croats, Serbs, Rumanians, Turks, Armenians, the proud states of Bohemia and Hungary, the stout little commonwealths of the Balkans, the indomitable Turks, the subtile peoples of the East; these peoples did not wish to be united; they ardently desired to direct their own affairs, would be satisfied only by undisputed independence; they could be kept quiet only by the presence or the constant threat of armed men, they would live under a common power only by sheer compulsion and await the day of revolution.

But the German military statesmen have reckoned with all that, and were ready to deal with it in their own way and they have actually carried the greater part of that amazing plan into execution. Look how things stand: Austria is at their mercy, it has acted not upon its own initiative or upon the choice of its own people but at Berlin's dictation ever since the war began. Its people now desire peace but cannot achieve it until leave is granted from Berlin.

The so-called central powers are in fact but a single power; Servia is at its mercy should its hands be but for a moment freed, Bulgaria has consented to its will and Rumania is overrun. The Turkish armies which Germans trained are serving Germany, certainly not themselves, and the guns of German warships, lying in the harbor at Constantinople, remind Turkish statesmen every day that they have no choice but to take their orders from Berlin. From Hamburg to the Persian Gulf a net is laid; is it not easy to understand the eagerness for peace that has been manifested from Berlin ever since the snare was set and sprung? Peace, peace, peace, has been the talk of her Foreign Office for now a year or more, not peace upon her own initiative but upon the initiative of the nations over which she now deems herself to hold the advantage. A little of the talk has been published but most of it has been private, through all sorts of channels it has come to me and in all sorts of guises but never with the terms disclosed which the German Government would be willing to accept.

That Government has other valuable pawns in its hands besides those I have mentioned: it still holds a valuable part of France, though with slowly relaxing grip, and practically the whole of Belgium, its armies press close upon Russia and overrun Poland at their will. It cannot go further, it dare not go back. It wishes to close its bargain before it is too late and it has little left for the pound of flesh it will demand. The military masters under whom Germany is bleeding see very clearly to what point fate has brought them, if they fall back or forced back an inch their power both abroad and at home will fall to pieces like a house of cards. It is their power at home they are thinking about now more than their power abroad. It is that power which is trembling under their very feet and deep fear has entered their hearts. They have but one chance to perpetuate their military power or even their controlling political influence.

If they can secure peace now with the immense advantages still in their hands which they have to this point apparently gained, they will have justified themselves before the German people, they will have gained by force what they promised to gain by it—an immense expansion of German power, an immense enlargement of German financial and commercial opportunities; their prestige will be secure and with their prestige their political power. If they fail their people will thrust them aside, a government accountable to the people themselves will be set up in Germany as it has been in England, in the United States, in France and in all the great countries of the modern time, except Germany. If they succeed they are safe and Germany and the world are undone; if they fail Germany is saved and the world will be at peace. If they succeed America will fall within the menace, we and all the rest of the world must remain armed as they will remain, and must make ready for the next step in their aggression; if they fail the world may unite for peace and Germany may be of the union.

Do you not now understand the new intrigue, the intrigue for peace, and why the masters of Germany do not hesitate to use any agency that promises to effect their purpose for the deceit of the nations? Their present particular aim is to deceive all those who throughout the world stand for the rights of peoples and the government of nations. For they see what immense strength and forces of justice and liberalism are gathering out of this war. They are using men in Germany and without, as their spokesmen, whom they have hitherto despised and oppressed, using them for their own destruction, socialists, the leaders of labor, the thinkers, they have hitherto sought to silence.

Let them once succeed and these men, now their tools, will be ground to powder beneath the weight of the great military empire they will have set up; the revolutionists in Russia will be cut off from all succor or cooperation in Western Europe, and counter revolution fostered and supported by Germany. Germany herself will lose her chance of freedom and all Europe will arm for the next, the final struggle. The sinister intrigue is being no less actively constructed in this country than in Russia and in every country in Europe to which the agents and dupes of the Imperial German Government can get access. That Government has many spokesmen here in places high and low; they have learned discretion, they keep within the law, it is opinion they utter now, not sedition. They proclaim the liberal purpose of their masters, they declare this is a foreign matter which cannot touch America, with no danger to either her lands or her institutions. They set England at the center of the stage and talk of her ambition to assert economic domination throughout the world, appeal to our ancient tradition of isolation in the politics of the nations and seek to undermine the government with false professions of loyalty to its principles. But they will make no headway, the false betray themselves always in the accent. It is only friends and partisans of the German Government whom we have already identified who utter these thinly disguised disloyalties.

The facts are patent to all the world and nowhere are they more plainly seen than in the United States where we are accustomed to deal with facts and not with sophistries, and the great fact that stands out above all the rest is that this is a people's war, a war for freedom and justice and self-government among all the nations of the world, a war to make the world safe for the people who live upon it and have made it their own, the German people included, and that with us rests the choice to break through all these hypocrisies and patent cheats and masks of brute force, and help set the world free, or else stand aside and let it be dominated a long age through, by sheer weight of arms and the choices of arbitrary self-constituted masters, by the nations which can maintain the biggest armies and the most irresistible armaments, a power to which the world has afforded no parallel and in the face of which political freedom must wither and perish for us.

There is but one choice: We have made it; woe be to the man or group of men that seeks to stand in our way in this day of high resolution when every principle we hold dearest is to be vindicated and made secure for the salvation of the nations. We are ready to plead at the bar of history and our flag shall wear a new luster once more; we shall make good with our lives and fortunes the great faith to which we were born, and a new glory shall shine in the face of our people.

SAVE YOUR TEETH!

I Will Help You

Where you have been so unfortunate as to lose some of your teeth, but still have a few left, even though they may be decayed and broken down, I can replace those lost teeth and renew those you still have, and by means of Bridge-Work of gold and Porcelain reproduce your original teeth.

Good solid teeth that you can chew anything on. It pays to save your teeth. Let me make you an estimate without charge.

Many people think that this class of work is beyond the reach of their pocketbook, but I assure you that you will be surprised when I examine your teeth and give you an estimate of the cost.

DR. C. CAMERON'S

DENTAL PARLOR

34 Nanking Road, Shanghai:

Chefoo, North China

ASTOR HOUSE HOTEL

AND ANNEXE

(Hotel Francais)

The leading hotel in Chefoo. Delightfully situated, facing the sea.

Comfortable single and double bedrooms, with bathrooms attached.

First class cuisine, under foreign supervision. Selected cellar.

Large dining room and terrace facing the sea recently built Electric light. Cinema.

E. BERRUCHON,

Manager.

8714

Explosion Wrecks German Arms Plant

(Reuter's Agency War Service)

Amsterdam, June 22.—The Frankfurter Zeitung states that lightning caused an explosion at the munition-works at Foerde, in Westphalia, which destroyed the work-sheds and killed two of the workers, while four were injured. Eleven farmsteads were burned down at Gross Schoenbrunn, in Bavaria and many cattle incinerated.

DUTCH MINERS STRIKE

(Reuter's Agency War Service)

Amsterdam, June 22.—The Telegraaf states that 70,000 Dutch coalminers are striking for a minimum wage and an eight-hour day.

MACAO GOVERNMENT

Reuter's Pacific Service to The China Press

Macao, June 23.—A telegram from Lisbon directs the acting Governor, Senhor Rocha, to hand over the Government of Macao to an Administrative Council, consisting of Secretary-General Rocha, the Chief Justice and Colonel David Garcia.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Chungking left Hankow for Shanghai on Thursday.

The C.N. s.s. Fengtien left Tientsin for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The N.Y.K. s.s. Nanyang Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The C.M. s.s. Haean left Foochow for Shanghai on Friday.

The C.M. s.s. Poochi left Wenchow for Shanghai on Thursday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The C.N. s.s. Shuntien left Tientsin for Shanghai yesterday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Luenyi will leave Hankow for Shanghai today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The N.Y.K. s.s. Hakuai Maru left Nagasaki for Shanghai on Thursday.

The K.M.A. s.s. Kenkon Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kiangping (chartered) left Chinwangtao for Shanghai on Thursday.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

Siccawei Weather Report

22.—The barometers have moderately risen in central China and fallen in the North and in the South. Overcast weather in our regions. Rain in the South.

23.—Overcast weather, barometer slightly falling, E.S.E. breezes.

Saturday, June 23, 1917.

WEATHER.	4 a.m.	8 a.m.
Bar. at Centg., mm....	7 5.85	7[illegible]6.53
" " inches.....	29.78	29.78
Variation mm. for 24h ..	†1.37	†3.62
Variation mm. for 12 h ..	†0.44	†3.61
Wind { Direction	E	ESE
Wind { Kilom per hour ..	18	19
Wind { Miles	8.1	11.8
Temperature { Cen ..	17.°7	20.°6
Temperature { Fahr		
Humidity: 00	9	10
Rebuucity 6-10	—	—
Rainfallmm...	—	—
Nefellineuse		

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on June 19, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	20-30
Mackerel	"	14-16
Pomfret	"	14-16
Salmon	"	16-20
Samil	"	30-35
Soles	"	16-18
Whitebait	"	none
Game, Poultry and Eggs		
Deer	each	none
Duck	"	30-60
Eggs	per doz.	14-16
Fowl	per lb.	20-25
Geese	each	40-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	15-20
Plover	"	none
Quail	"	20
Snipe	"	12-14
Turkey	per lb.	35-40
Teal	each	none
Wild Duck	"	none
Wild Geese	"	none
Woodcock	"	40-50
Wild Pigeons	"	none
Fruit		
Apples	per lb.	30-35
Apricots	"	6-8
Bananas	"	10-12
Cherries	"	none
Cocoanuts	each	15-18
Chestnuts	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	15-20
Mangoes	each	10-15
Mangosteens	per doz.	none
Melons	each	20-25
Oranges	per lb.	18-20
Peaches	"	6-8
Persimmons	"	none
Peeboes	per lb.	8-10
Pluma	"	6-8
Pumeloes	each	20-25
Pears	per lb.	10-12
Strawberries	"	none
Walnuts	"	10-12
Vegetables		
Artichokes	each	8-10
Asparagus	per doz.	15-20
Bamboo Shoots	per lb.	8-10
Broad Beans	"	none
Beetroot	per bunch	2-3
Cabbage	each	3-5
Celer:	per bunch	2-3
Carrots	"	2-3
Cauliflower	each	none
Egg Plant	per lb.	8-10
French Beans	"	10-12
Green Corn	each	3-4
Leeks	per bunch	2-3
Mushrooms	per lb.	30-40
Onions	per lb.	2-3
Peas	"	10-12
Potatoes	per pic.	$1.70-2.00
Parsnips	per bunch	5-6
Radishes	per bunch	1-2
Spinach	per lb.	4-5
Tomatoes	"	10-12
Turnips	per bunch	1-2
Grain and Flour		
Flour, American	per 50 lb.	$4.80
Flour, Shanghai	per 50 lb.	$2.65
Rice	per 200 lb.	$7.60
Milk		
Foreign dairies	per bottles	20
Chinese dairies	"	17
Fuel		
House Coal	per ton Tls.	13.00
Stove Coal	" Tls.	17.40
Firewood	per 50 bundles	$1.00
Fodder		
Barley	144 lb.	$2.65
Bran	"	$2.15

E. KILNER,
Chief Inspector.

Sailed from Shanghai

For London, etc.		
Fushimi Maru	May	7
Hirano Maru	May	3
Kaga Maru	May	16
Kitano Maru	Apr.	13
Pembrokeshire	May	6
Tsuyama Maru	June	3
For Liverpool		
Katori Maru	June	3
For New York		
Tatsuno Maru	May	21
Tokiwa Maru	Mar.	21
For San Francisco, etc.		
Korea Maru	May	3
Nippon Maru	June	15
Siberia Maru	May	18
Tenyo Maru	May	23
For Seattle		
Awa Maru	May	6
Yokohama Maru	May	14
For Tacoma		
Panama Maru	May	15

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	1769	Ger.	Carlowitz	US
Aug 4	Hongkong	Bohemia	4382	Aus.	Aus. Lloyd	B.VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	9 p
June 20	Hongkong	Chiyuen	1201	Chi.	C.M.S.N.Co.	KLYW
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co	US
June 1	Chinwangtao	Feiching	994	Chi.	C.M.S.N. Co.	OWP
June 17	Japan	Fujisan maru	1276	Jap.	M. B. K.	MBKW
June 15	Hankow	Hanping	581	Chi.	H. Y. P. I. Co	HYPW
June 22	Tientsin	Kingsing	1223	Br.	J. M. & Co	SHW
June 22	Dairy	Kobe maru	1536	Jap.	S. M. R.	
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Meilee	1682	Ger.	Melcher	US
June 19	Tsingtao	Ono maru	621	Jap.	S. M. R.	WW
May 6	Cruise	Pacific	727	Dan.	G. N. T. Co	Int. D.
July 30	Tsingtao	Silkiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Aus. Lloyd	B IX
June 20	Dairy	Singan	2412	Br.	B. & S.	CNW

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
P&OBI	Apr. 16	Cruise	Monocacy	Am g-b.	190	2	48	McFeaters
P&OBI	Apr. 29	Cruise	Palos	Am g-b.	191	2	48	Delano
BNR	Apr. 13	Cruise	Quiros	Am g-b.	370	4	55	Lewis
P&OBI	Apr. 14	Cruise	Samar	Am g-b.	243	4	33	Brown
BNB	Apr. 14	Cruise	Villalobos	Am g-b.	370	4	55	Partello

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Business and Official Notices

HAMS! HAMS! HAMS!

Raw or Cooked

Sold whole or in slices.

Smallest order executed.

THE management of V. Pan's Ham Depot beg to announce that they are importers of specially selected Yunnan and Kingwha hams and request the public to favour them with a trial order, or a visit to their modern sanitary depot No. 2258/9 Boone Road, facing market.

14281

STEAMERS FOR SALE

Deadweight Tonnage:—1,300, June; 1,800, June/July; 6,500, 3,200, July; 1,400, July/Aug.; 5,700, 3,750, 800, Aug.; 3,200, 6,800, Aug./Sept.; 3,100, 3,500, Sept./Oct.; 5,850, 5,000, 4,100, 1,500, Oct.; 2,500, 2,000, Dec.; 1,900, Dec./Jan.

C. A. MARTINHO MARQUES,
96 Szechuen Road,
Tel. No. Central 380.

The Kailan Mining Administration

NOTICE

AS the financial year of the Administration ends on the 30th instant, it is particularly requested that Creditors will present their accounts for payment ON OR BEFORE THAT DATE.

14197

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from The Treasurer, Finance Department, 24b Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1917.

14188

SHIGA & CO.
3262, SEWARD RD
TEL. 4746
Repaired

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality — made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

We hold large and complete stocks
OF
WINES AND SPIRITS
and are in a position to supply
The Trade With Quality
AT
Exceptionally Low Rates
Correspondence Solicited

GARNER, QUELCH & CO.

WHOLESALE IMPORTERS

NOTICE

Notice is hereby given that the Head Office of the following Companies has been removed to No. 71 Szechuen Road (North China Insurance Co.'s building):—

Alma Estates, Limited.
Bukit Toh Alang Rubber Estates, Limited.
Cheng Rubber Estates, Limited.
Shanghai-Klebang Rubber Estate, Limited.
Shanghai-Seremban Rubber Estates, Limited.
Senawang Rubber Estates Co., Limited.

HUGO REISS & CO.,
Secretaries & General Managers.
Shanghai, 19th June, 1917.

14225

NOTICE

The offices of the undersigned have this day been removed to No. 71 Szechuen Road (North China Insurance Co.'s building).

Shanghai, 19th June, 1917.
HUGO REISS & CO.

14226

Shanghai Amateur Baseball Club

Owing to the Inability of the Collector to call upon all of the regular subscribers to the Baseball Club, those who wish to receive the usual Members' Tickets will kindly send their Remittances direct to the Secretary.

Members will require their tickets for admission to the Club's Grandstand Seats on July 4th.

W. G. HOLLIDAY,
Sec.-Treas.
11 Canton Road.

14256

CULTY DAIRY Co., Limited

505 Avenue Joffre.
Tel. West 101.

Pure Milk

OWING to an increase in our herd of cattle we are now in a position to supply additional customers with Milk.

CULTY DAIRY Co., Limited

13964

RING UP **3809**

for a comfortable 5-passenger car

PER HOUR **$4.00** PER HOUR

CENTRAL GARAGE CO., LTD.
2a Jinkee Road.

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

ANTIMONY REGULUS.
(99% pure)
ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.
Tel. address "HUPEHMINE"

18721

KNAPP & BAXTER, INC.
IMPORTERS OF
AMERICAN PRODUCTS
6 Kiukiang Road, Shanghai, China
Phone: No. 1860 Chinese Dept. No. 1625

CANCELLED

Perforators for "Cancelled" "Void" "Paid" and Dating Perforators taking from 3 to 20 sheets

THE OFFICE APPLIANCE CO.
Tel. 4778 4 Canton Rd., Shanghai. Tel. 4778

SUMMER SUITS

Hand-tailored, American Styles for hottest weather.
White Serge, Shantung Silk, White Drill, Flannels
Hard Woven, Hard Wearing Material.

Thom Shing, Tailor
G19 Tiendong Road, near Broadway.

NOTICE

The undersigned is the owner of a piece of land, situated at 25 Pau, 4th Doo, and Character Kia, containing 4 fun 4 li and 7 hao.

The land deed for the aforementioned piece of land, which is made out in the name of Zee Koh Soong (戶名徐鶴松), was deposited with Messrs. Thos. W. Kingsmill, and Francies Kingsmill for the purpose of having it changed into a title deed.

Messrs. Thos. W. Kingsmill and Francies Kingsmill have gone out of business and said land deed has disappeared. If anyone, either foreigner or Chinese, is in possession of the said land deed, please return the same to the undersigned, and a reward will be given.

If the said land deed is not recovered within one month from date of this advertisement, then the undersigned will apply before the Chinese Magistrate, after paying all taxes, for a new land deed.

When the new land deed has been issued, the afore-mentioned lost deed will be considered cancelled and of no value.

LOO SUNG CHIN,
c/o Dong Tung Tea Shop,
Rue du Consulat, French Concession.

14269

International Savings Society

5 Avenue Edouard VII
SHANGHAI.

The Society's Accumulated Reserves set aside monthly for redemption of outstanding bonds, and officially known as "Mathematical Reserves," are ENTIRELY invested in the Securities named below:—

S'hai Municipal Council Debentures.	
French Municipal Council	"
Shanghai Land Investment	"
Shanghai & Hongkew Wharf	"
Shanghai Waterworks	"
Shanghai Race Club	"
Anglo-French Land Co.	"
Hall & Holtz, Ltd.	"
Weeks & Co., Ltd.	"
Cercle Sportif Francais	"

R. FANO,
Chairman of Directors.

Certified by:
C. BUY,
Censor.
SETH, SETH & CO.,
Auditors.

J.21.

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915 — Still Existing

Russian 5% Internal Liberty Loan, 1917.

Subscription to the LIBERTY LOAN is opened in Russia up to the 13/26th of June, 1917.

The price of issue is 85%.

The Loan is free of income tax and other taxations.

The Loan is issued for 55 years, and will be redeemable at par by yearly drawings beginning in December, 1922.

The Loan may be reimbursed at par after the 16/29 of March, 1927.

Coupons are payable in Russia half-yearly, on the 16/29 of March and 16/29 of September.

Interest on the loan runs from the 16/29 of March, 1917: interest from that date will be added to the price of issue.

The Russo-Asiatic Bank, and its Branches in China, Japan and India, are ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Applications will be wired to Petrograd free of telegraphic charges and commission. The Bank is ready to give every facility to subscribers in the shape of advances against the Bonds.

L. JEZIERSKI,
Manager.

13616

HOUSES TO LET

TO LET, new foreign houses, each with 6 rooms, bathroom, kitchen, etc., situated at Hong Ching Fang, Paoshan Road, Chapei (North Honan Road Extension). Opposite Institution of the Holy Family. Apply to Hong Ching Land Co., No. 26 Paoshan Road.

14271 J.30.

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14153

MISCELLANEOUS

CHINESE HANDMADE FILET LACES, sold at moderate price for wholesale or retail. Good quantity of stock on hand. Order goods filled in shortest time. Will call on application to Box 228, THE CHINA PRESS.

14250 J.26.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

14063

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

Business and Official Notices are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

9403

Nos. 8 & 11 Quinsan Gardens
Phone 1946

No. 8 A large attic facing south, with bathroom, cool for summer months.

No. 11 A nice attic facing Park. Home comforts.

WANTED, one furnished or unfurnished room by a German gentleman. Apply to Box 241, THE CHINA PRESS.

14280 J.24.

TO LET, central, near Bund, one large, cool, cheerful, well-furnished attic-bedroom (south aspect), good service and excellent board. 'Phone and lift. Very reasonable terms. Apply to Box 224, THE CHINA PRESS.

14245

TO LET, one large well-furnished bedroom, with modern bath and lavatory. Excellent board and attendance. Terms moderate. Location central. Apply to Box 225, THE CHINA PRESS.

14245

RANGE ROAD, to let, large furnished attic, separate bathroom and verandah, facing south, exceptionally cool, no mosquitoes, $25 monthly. Apply to Box 226, THE CHINA PRESS.

14246

WESTERN DISTRICT. To let at 61 Carter Road, in exceptionally cool house, superior furnished, large bed-sitting-rooms, facing south, large verandahs and bathrooms attached, single or en suite; also one smaller room, garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

14183

LARGE, cool room, with board, to let in Central district, in quiet, select location. Terms very moderate. Apply to Box 238, THE CHINA PRESS.

14263 J.28.

FRENCH LADY desires two paying guests; most comfortable, cool residence. Reasonable terms. Garden, tennis. Good home. Apply to Box 231, THE CHINA PRESS.

14253 J.27

TO LET, 23 North Szechuen Road (Allies), one large and one small room, nicely furnished, facing south, private bathrooms, and excellent home cooking. Terms reasonable.

14230 J.24.

SITUATIONS WANTED

A GRADUATE of Y.M.C.A., with knowledge and experience of commerce, wishes to secure a position as clerk. Salary is no object. Apply to 75 Kong Ho Road, Chapei.

LADY, British, is prepared to take charge of children or invalid for summer months, away from Shanghai. Used to travelling; highest references. Apply to Box 240, THE CHINA PRESS.

14279 J.26.

YOUNG EUROPEAN lady, experienced in correspondence work, requires secretarial position. Expert shorthand-typist. Apply to Box 235, THE CHINA PRESS.

14260 J.24.

HOTEL MANAGER, experienced, wishes position. Outports no objection. (Ally). References. Apply to Box 239, THE CHINA PRESS.

14265 J.28.

YOUNG LADY, with experience, desires position as steno-typist with local firm. Apply to Box 230, THE CHINA PRESS.

14252 J.24

STENOGRAPHY: Young man (Ally), wants stenography and typewriting work after office hours. Efficient, reliable, confidential. Good correspondent. Apply to Box 196, THE CHINA PRESS.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14134

EDUCATIONAL

PIANOFORTE LESSONS given by accomplished lady pianist. Moderate terms. Apply to Box 236, THE CHINA PRESS.

14260 J.24.

MANDARIN or Shanghai dialect lessons given by learned and experienced teacher. Moderate terms. Apply to Box 210, THE CHINA PRESS.

14216 J.24

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 213, THE CHINA PRESS.

14219 J.25.

LOST OR STOLEN

LOST in Public Garden, black leather bag, containing watch, glasses, purse, etc. Please return 10 Kiangse Road, China Import, Export Banking Co.

14264 J.24.

Exchange and Mart

CAMERA WANTED, post-card or quarter-plate; must be guaranteed in proper working order and reasonable price. Apply to Box 237, THE CHINA PRESS.

14261 J.24.

FOR SALE, two-cylinder, 12 h.p. boat motor, 16-inch propeller, magneto, Mex. $225. 16-inch reversible propeller and 10 ft. shaft $100. One chain hoist. 800 pounds American putty. Write T. M. Wilkinson & Co., Foochow, China.

14092

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

14054

FOR SALE, one good brougham and Chinese pony, complete with accessories. Apply to Box 214, THE CHINA PRESS.

14222 T.F.

FOR SALE: Thorough-bred, pedigree, brindle color, Bull dog bitch, about 20 months old, by Newington Marvel, Champion of Australia, and Lady Molly. In first class condition. Apply No. 3 Minghong Road.

14189

WANTED, a second-hand piano, must be in good condition and reasonable price. Apply to Box 232, THE CHINA PRESS.

14254.

A GRAND CONCERT

in aid of the

AMERICAN RED CROSS

will be given at the

OLYMPIC THEATRE

On Saturday, June 30th, at 9.15 p.m.

by

MISS BESSIE ABBOTT

under the distinguished patronage of

Thos. Sammons, Esq., Consul-General for the U.S. of America

D. SIFFERT, ESQ., *Consul-General for Belgium*

SIR E. D. H. FRASER, K. C. M. G. *H. B. M.'S Consul-General*

G. DE ROSSI, ESQ., *Consul-General for Italy*

A. ARIYOSHI, ESQ., *Consul-General for Japan*

V. GROSSE, ESQ., *Consul-General for Russia*

J. R. DE OLIVEIRA, ESQ., *Consul-General for Portugal*

HENRY A. WILDEN, ESQ., *Consul-General for France*

and assisted by

MESSRS. M. SPEELMAN, V. MEYER, R. A. CURRY AND M. D. SILAS

ENTIRE PROCEEDS WILL BE DEVOTED TO THE AMERICAN RED CROSS IN SHANGHAI

All expenses have been privately contributed

Prices: $4.00 $3.00 $2.00

Booking now open at Moutrie's

"East of the Sun" Dresses

Lady Duff Gordon Describes the "Fairy Touch" About a Gown That Makes a Woman Irresistible

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Highly Imaginative Boudior Gown Which Lady Duff Gordon Brought Back from "East of the Sun." It Suggests Peacocks Lost Amid Snow Drifts.

An Afternoon Dress of Sea Green Satin That Lends an Effect of Exquisite Coolness

A Dinner Dance Costume That Has the Fairy Touch of Lightness.

By Lady Duff Gordon.

"EAST of the sun and west of the moon" is fairyland. It is the highly imaginative illustrator, Kay Neilson of Denmark who told us so. Impressed by the phrase, and firm in the belief that there is a fairyland—the fairyland of creative imagination—I have designed gowns that spring from that region of beautiful dreams.

Consider the gowns you have seen that reveal imagination. Recall the gowns that show the lack of it. Back in the black alpaca days the world of gowns was peopled with unimaginative attire. Conjure visions of the woman of fifty in the scant alpaca, drawn tightly across her flat bosom, gathered at the belt upon a plain bodice. There was about her neck a plain white collar or a crossed handkerchief. Her apparel was as unimaginative as a square wooden box.

It has been said, and is more or less believed, that we take on the nature of the food we eat. They who partake of heavy food have heavy natures. They who dine on light viands are of mercurial character. The theory is in large measure true.

But I go farther than that. I say we are like the clothes we wear. Garments have their reaction upon the character. If we wear grenadier clothes we act and think and in time become like grenadiers.

Assume that a girl who has always worn stiff, serviceable suits is suddenly permitted to order gowns with regard to their beauty and becomingness rather than service—gowns touched by the finger of imagination. It is conceivable that her manner, which had been as stiff as her clothes, becomes more gracious and pleasing. Ah! The graces of life! Since existence has become so strenuous for the large majority of persons, and the world shudders in convulsions of war, what have become of the delicacies of life, so soothing to fine sensibilities? They make a woman irresistible.

There is a beautiful boudoir gown, that is as though a peacock had been lost amid snow drifts. The sleeves and the bodice, of white chiffon, suggest drifts of light snow. The tunic is of brocade in the rich colors of the peacock's plumage, the ravishing blues and greens that shine in the feathers of that vainest of birds. Pardonable his vanity! As though wings had been torn from a young peacock, the head-dress is fashioned of the same motif as the tunic.

From "east of the sun," too, I brought the afternoon gown of satin. "East of the sun" the sea is green. Its waves are tipped with crests of silvery white foam. These exquisite shades, fairyland shades, I have introduced into the afternoon frock for a young woman. An admirable gown is this fairy one for hot weather, for sea green and leaf green are among the coolest of the colors.

The young girl attired for dance or dinner in one of the conceits of my journey "east of the sun." The gown is of silvery white lace, light as a dozing fancy. The wrap is of dark and more substantial silk.

Everybody's doing it!

WHAT?

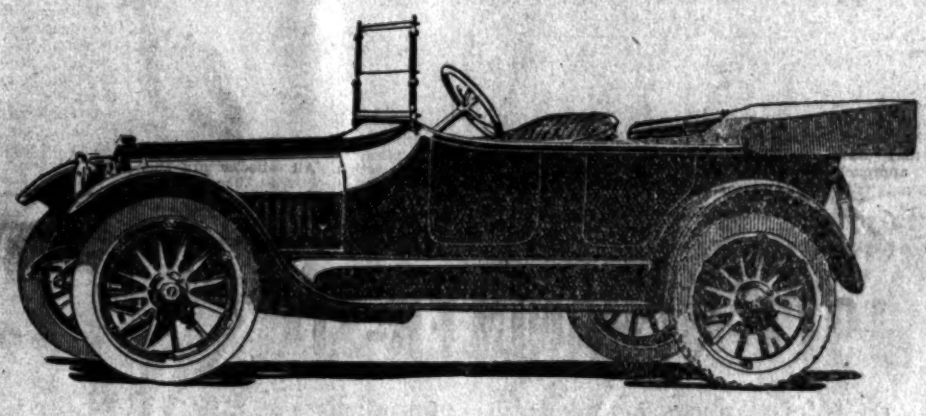
BUYING BUICK CARS

WHY?

Because they're absolutely the best and smartest cars to be bought for the money.

IF YOU WANT TO BE IN THE SWIM FOR THE SUMMER BUY A

BUICK



THE ECONOMICAL GASOLENE CONSUMPTION CAR

---

17 17 17 17 17 17

have just arrived by the "Monteagle." Buy one <u>now</u> before they're all sold.

HONIGSBERG Buick SERVICE

Telephone WEST 1234

HONIGSBERG Buick SERVICE

H. S. HONIGSBERG & CO., INC.

Henry Ford---Genius Of Economy

In a critical review of the life and accomplishments of Henry Ford, the New York Evening Mail has drawn from Mr. Ford's career a lesson for industrial America which, it declared, must apply to all avenues of endeavor in this country.

The article brought comment from many sources, especially political ones, and was read with unusual evidence of interest by Mr. Hughes, republican nominee for president. Mr. Ford's industrial philosophy seems to be received by the leaders of both political parties as a sort of beacon light in American affairs, as lighting the way to better things for all the people.

Referring to Mr. Ford as the world's greatest economist, the Mail, among other things, says:

"In the homely, forceful way he has of expressing things, Henry Ford has likened the automobile market to a pyramid of layers and layers of people. Up at the top there is but one. At the bottom there are hundreds upon hundreds of thousands—perhaps millions.

"If there were only one car in the world, he supposed one man would pay a million dollars for it. There are, however, 2,000,000 families in the United States who should have automobiles and every time the price of a car is reduced the market is broadened by uncovering a new and wider layer to the pyramid.

"It is as an economist, a master merchant, that Henry Ford most concerns America. He has furnished the most absolute proof of the soundness and the virtue to the people of low cost and big volume.

"Perhaps no other business than that of the automobile offered so good an opportunity for the demonstration. It is new. It has not been bound up in old ideas and old systems. It was saved from many perils through the good sense of its pioneers in agreeing to co-operate competition by standardising various parts of the car, eliminating strife and ruinous legal fighting over patents and limiting rivalry to salesmanship, to efficiency, utility and value.

"The output of the Ford plant is colossal, it is one of the industrial wonders of the world, all the more amazing in view of the short time in which the automobile has been a vehicle for man.

"Mr. Ford is to make 1,000,000 a year. More than one-half of all the cars in America today are Fords. There is a limit to everything. The point of saturation may have been reached or may be approaching in America. The manufacturers think not. Conservative observers think otherwise. There may be a halt temporarily and then a new era of development and expansion.

"That, however, is beside the main issue. The great thing Ford and a few of the others have demonstrated is the responsiveness of this great American market of 100,000,000 or 110,000,000 of people to immense volume of an essential product when that product is brought down to reasonable price.

"They have proved there is more profit in a great output at a moderate profit than in limited output at a higher rate of gain.

"No other nation offers such a market as does this one in America. No other industry has proven so wonderfully and so convincingly the worth of manufacturing principles and methods that are and always have been at the command of all great volume of output, making possible the application of numerous manufacturing economies otherwise impossible, and these economies in turn make for lower selling price of the product. Greater volume of production means greater prosperity, more employment, better living.

"The example Mr. Ford has given to the manufacturing world must sink deep into the consciousness of men in other lines of industry. It must serve to eliminate much of the waste with which too many of our industries are cursed. It must promote standardisation. There is not a large business in America that cannot profit by what has been done in the automobile field. How burdened we are with wrong ideas few persons realise. How widely we could economise, and in economising improve, few appreciate. The railroad could save countless millions by standardising the box car.

"Today there are 1,100 different styles of box cars. And a box car costs approximately $1,000. Fifty or 70 styles would serve immeasurably better and the cost of manufacturing would be reduced immediately, perhaps $100 per car. There are 2,500,000 box cars on the railroads in the United States.

"Standardisation would reduce the cost of shipbuilding. The fogies fight against it, ridicule the idea, scoff as they scoffed at Ford.

"There is scarcely an industry in our whole business fabric to which the lesson of Ford could not be brought home with profit to the producer and profit to the consumer.

"Greater than as an apostle of social justice is Henry Ford the industrial economist."

The Village Autosmith

Under the horseless chestnut tree
The town garage now stands.
Bill Smith, who runs the business, he
Hath large and sinewy hands;
And the muscles of his brawny arms
Are strong enough—my lands!

His hair is crisp and black and short,
His face is caked with oil;
His brow is wet with grease—and yet
I do not think he'll spoil;
He looks a fellow in the face
And chargeth for his toil.

A coughing automo machine
It limpeth to the door.
There's something wrong about its spleen—
Else why that snort or snore
That issueth from in between
Its hinder wheels or fore?

Big Bill, the kindly autosmith,
He takes the thing apart,
And tenderly he monkeys with
That automobile's heart
Until—O man of skilsome pith!—
He makes its pulses start.

The children coming home from school
Look in at the open door.
They like to see the autosmith
Recline upon the floor
Beneath the car and grunt, "By gar!
This carburetor's sore!"

Thanks, thanks to thee, my worthy friend,
For the lesson thou hast taught!
Next time I drive this old beehive
I'll try to pot be caught
Ten miles from town with the tires run down
And the axle steel unwrought.

—St. Louis Republic.

Many Owners Neglect Running Gear

"It is surprising," says an expert, "how some owners will give every other part of their cars the most careful attention and then neglect the running gear. By running gear, I mean the brake actuating shafts, the front and rear wheel bearings, steering wheel connection, the springs and spring shackles.

"All the oil in the world in your crank case won't take care of these parts. They require care or your car rapidly shakes itself to pieces. All of these parts are exposed to the dust and mud of the road. A layer of oil and grease on them will keep grit from working in and destroying the delicately machined bushings which are not subject to adjustment, and must be entirely renewed as soon as they become even slightly worn. Yet attention will lengthen their life many times over.

"Proper lubrication of springs is particularly important. If water and moisture are allowed to creep in between the leaves of the springs, as it surely will do if they are not occasionally pried apart and lubricated with a heavy oil, these leaves rust together, forming what amounts to a solid piece with a consequent loss of spring action. All shocks are then transmitted directly to the engine of the car and have a very bad effect on the engine bearings, which soon show wear.

"The owner wonders why these require attention. He has religiously oiled and greased his engine. He has never allowed it to run hot and, yet, after a few months looseness has developed in the connecting rod bearings, or some similar trouble.

"A few minutes once or twice a week spent on the running gear of his car would have avoided all this, and instead of a badly rattling piece of machinery that he now has, he would possess a smoothly running machine that would be the envy of his fellow motorists. Most owners dislike to work about the running gear of their cars, because the work is so dirty and generally disagreeable. These should have this work done for them by their dealer or service station."

Packard Avenges Dobbin

In the thriving days of the horse age, now rapidly passing away, railroads were constantly besieged with claims for the death and injury of horses, both in the city and country. Sometimes the owners got damages and sometimes nothing, but the horse always got the worst end of the deal for he never was a match for the locomotive.

With the coming of the motor era, the worm has turned. The other day, the Chisholm & Moore Mfg. Co., of Cleveland, received the following letter from the superintendent of the Pennsylvania lines:

"I beg to advise that on January 8 last while our engine 7749 was passing over East 53rd Street very slowly, speed about three miles per hour, it was run into by your automobile truck No. 131199, damaging our locomotive to the extent of $1.31."

The owners, surprised, of course investigated at once. They found that the driver of their Packard truck had been at fault in trying to push the locomotive off the track. As the truck suffered no injury whatever, they gladly paid the $1.31.

"Of course we do not claim because of this one happening that a Packard always will come out so luckily in an encounter with a mallet compound locomotive," says C. L. Guyman, assistant truck sales manager of the Packard Company, "yet this incident speaks well for the quality of material and stout construction of our product."

In The Movies

Motion picture enthusiasts who also are Packard Twin Six enthusiasts—owners, dealers, manufacturers—found the news films of the last two weeks of much more than usual interest to them.

The arrivals of the British and French missions were depicted in considerable detail, as were the visits of Gen. Joseph Joffre and M. Rene Viviani to various parts of the country. What particularly pleased Packard people was that in nearly all of these scenes the cars which had the honor of conveying the nation's distinguished guests were Packard Twin Sixes.

The Packard sales department reports recent sales of Twin Sixes to a number of government and state officials and others in public life. The ability of the Twin Six to throttle down to very slow speeds through crowds and in parades, and its dependability in hurrying to high speed and sustaining it in a case of emergency, make it a particularly desirable car for the purpose of public officers in these days of widely extended activity.

Officials, Army officers and men who participate in diplomatic affairs are very often called upon to use their cars in parades and slow-moving processions. They as frequently find it necessary to have a car that can make fast time in taking them to keep appointments. They also, of course, demand high quality in finish, upholstery and detail. Their car must be silent as well, and in appearance must express dignity. That they have found these things in Packard cars is attested by wide use of the Twin Six on public occasions.

Buying a
Michelin Tyre
IS
buying
the Best Tyre
in existence
and
the Best that
Michelin
can make.
Imitated by all
Michelin
is still unequalled

SOLD BY:—

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THE 1917 "CHANDLER-SIX"

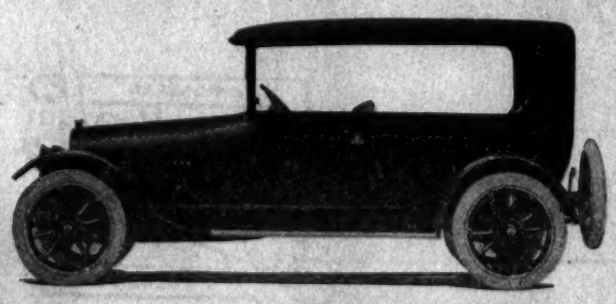
All the Latest Features in Automobile Construction.

SEVEN-PASSENGER TOURING CAR

POWER—Ample to take this car, loaded, anywhere that any automobile can go.

SPEED—More than 999 out of every thousand car owners would ever want or dare to use.

MOTOR—The marvellous Chandler Motor, built in the Chandler factory for three years past and famous the world over. Free from any hint of experimentation.



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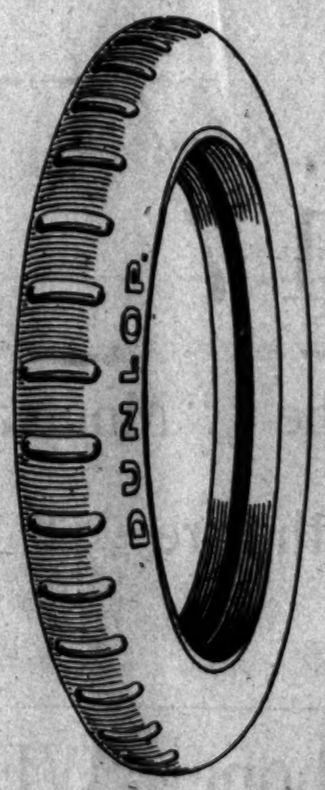

A SPECIALIST'S JOB.

A gun crew consists of picked men, each of whom is specially trained for his particular job. Specialization is the keynote of the Navy's efficiency.

And Specialization also makes for efficiency in manufacture. The success of Dunlop Tyres is due to the fact that specialization is behind every Dunlop Tyre, from the tapping of the rubber tree on the Dunlop plantations and the manufacture of the cotton for casings, right up to the last operation, which produces the completed and perfect tyre.

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RUBBER COMPANY, LIMITED

Founders throughout the world of the pneumatic tyre industry

Phone: 2248. 20 Kiukiang Road, Shanghai. Cables: Pneumatic.

DEVELOPING KEROSENE AS A MOTOR CAR FUEL

Several Practical Carbureters Produced—Mainly a Question Of Economics

Kerosene as a fuel for automobiles is not a new proposition. Not long ago an interesting serial story appeared in a popular weekly, woven around the invention of a kerosene carbureter. As a matter of fact, there have been a number of practical kerosene carbureters produced, but they don't seem to take hold as yet to any great extent nor to appear to fill a long-felt want.

According to Charles Rayfield and Frederick Purdy, engineers of the Rayfield Carbureter, it is largely a question of economics and convenience.

When the demand for gasoline was small the proportion taken from the crude oil was also small. As the demand increased, new methods of production have increased the proportion of gasoline at the expense of kerosene, and doubtless still more efficient methods will produce a satisfactory fuel from a still greater proportion of the crude oil.

If the demand should shift to kerosene the incentive for an improved method of manufacture would be removed and the kerosene would have to bear a much greater proportion of the income to be derived from the crude oil. Hence the low cost of kerosene is due solely to its limited use.

Furthermore, the proper burning of kerosene is a function of the motor rather than of the carbureter. To atomise kerosene is no more difficult than to atomise gasoline. The heat required for vaporisation would necessarily be greater and the capacity would therefore be much less. Larger motors would have to be provided for a given power because of the higher temperature at which the mixture enters the cyliners. Unless water is used with the kerosene the liability for the collection of carbon on the piston is much greater.

Taken all together, the uses of kerosene on the automobile would not be an unmixed blessing, but the development of motors is going on all the time and it may be possible that some time in the near future kerosene will become a logical fuel, but that does not seem to be the case at present.

Horse Reserves

The Plow Horse Speaks To His Teammate

It's lazy days for ours henceforth, I guess;
We've lost our job—but we ain't worried none;
For thirteen years we've labored, more or less,
An' now they says our useful days is done.

An' mebbe so; but you an' I well knows
It ain't because we couldn't stand the gaff
For several years to come, if Master chose
To keep us workin' for our oats an' chaff!

"Pursuit of Progress" Master designates
The reason for retirin' us away;
Which sounds momentshus, as I calculates,
But don't mean nothin' be that as it may!

By all the overt acts I've figgered out,
An' all the signs portendin' on the case,
It looks as if the Master is about
To put a flivver-tractor in our place!

First it was hossless carridges, an' then
'Twas taxicabs an' fire-trucks, an' now
'Tis motor tractors for the farmermen,
To take the places of hosses at the plow!

Which is the cause of why we are retired;
"Pursuit of Progress," as the Master 'lows,
Which is a way of sayin' we are fired,
To be replaced by motor-tractor plows!

So now, ol' hoss, our useful days is done,
The thirteen years we've labored, more or less;
We've lost our job—but we should worry none!
We'll be took care of for a spell, I guess!

For, in spite of "greater speed," "low cost" an' such
These motor plows is s'posed to give, he'll see
That KICKS an' CUSS WORDS won't move MOTORS much—
An' we'll be kept here for EMERGENCY!

—By C. Wiles Hallock, In *Denver Post*.

151,200 Explosions Run Car 15 Miles

"How many miles do you get to a gallon?" is a question much heard among motorists. Cadillac engineers have gone further than that. They know how many separate explosions there are to a gallon, at least in their own eight-cylinder car, and just how much explosive force there is in a drop of fuel.

In traveling a distance of fifteen miles there are approximately 151,200 explosions. Hence on the basis of consuming one gallon of fuel in that distance the gallon is divided up into about 151,200 parts, or each about the seven-millionth part of a gallon.

But this little drop does a giant's work in propelling the car. The very diminutive size of the sphere of gasoline required for a single explosion enables one to appreciate the work of the carburetor, and the importance of facility for perfect adjustmnet. If the gasoline which goes into each cylinder should be the one-millionth part of a gallon less than the tiny drop required by a certain set of conditions, the mixture would be about 15 per cent too lean; if it were larger by the same amount, the mixture would be to an equal per cent too rich.

Don't Be Sparing With Your Oil

"The majority of people, I dare say, never consider themselves sick until a general breakdown takes place. Then begins a hurried search for a favorite prescription of the family doctor. A diagnosis is made and a general tonic for the entire system is given. Just so with the average motorist and his machine," says Frank Coombs.

"Too many people feel that a full gasoline and lubricating oil tank with properly inflated tires, stands for a well kept auto. Far be it from the truth. Every machine should be gone over systematically and given a general tonic of oil and grease at frequent intervals. Not only the engine parts, but the springs, axle housings, bearings, etc., should be well oiled. The proper oiling eliminates squeaks—prevents burnt out bearings—makes for easier riding and greater power efficiency, and the additional lease of life given to the parts cannot be estimated." Don't spoil the car by sparing the oil, is a good modern version of an old adage.

Packard Employes Give To Red Cross

More than 75 per cent of the 9,000 employes of the Packard Motor Car Company contributed to the fund for Detroit Chapter of the Red Cross. Their total donation of $8,824 is the largest single contribution yet received by the Detroit Chapter.

Alvan Macauley, president of the Packard company, in a statement thanking the employes for their interest, said that the Red Cross has sent out a letter to all its branches in the larger cities calling attention to the contribution made by the Packard organisation.

The various divisions of the factory strove to outdo each other in their response to the Red Cross' appeal. The truck manufacturing division carried off first honors, 90 per cent of its enrollment contributing.

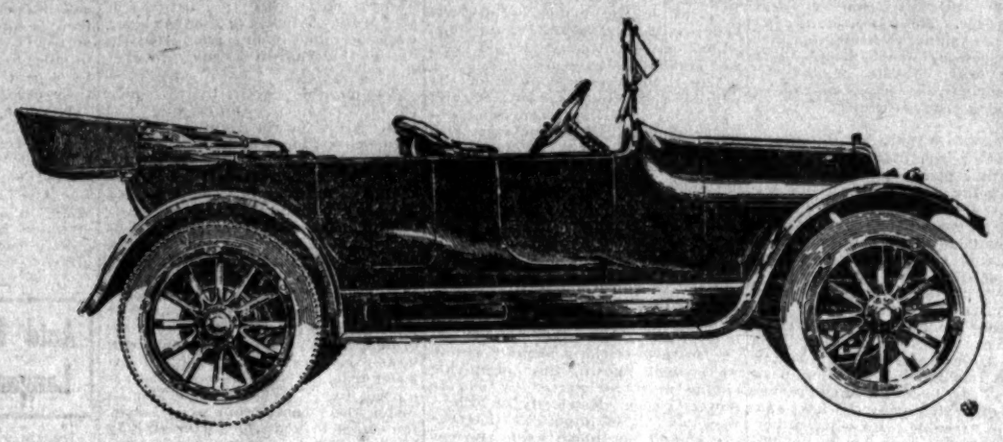
Every Packard dealer and salesman visiting the factory during the campaign was given an opportunity to subscribe, and the fund includes gifts from the sales managers of all the principal points of the country.

A general committee was formed of men representing various divisions of the plant. Posters were put up in the main arteries of the plant and at central points in each department. Committee, group and mass meetings, 30 in all, were addressed by speakers. The climax of the campaign was signalised by a parade of the Packard band through the plant, escorting automobiles carrying Red Cross nurses in uniform.

Overland

TRADE MARK REG.

Tls. 1,350



INTEGRITY OF VALUE

In the Overland Motor Cars, luxuriance and the practical are in proper balance to produce lasting satisfaction.

They exemplify the remarkable values made possible by the tremendous production.

Size does not of itself constitute greatness.

An industry is as great as its service to the public.

But size does usually constitute *opportunity for service.*

In the case of Overland, size was originally an indication of foresight and courage.

It constituted an opportunity to establish new values in motor cars—*this was a service.*

Growth came as a reward of this service and with growth came opportunity for further service-further revision of value.

Today's immensity means experience, facilities and resources plus the public confidence which gives these things stability for yet greater service.

The Overland ideal of service is *integrity of value* in the product throughout the whole life of that product's *service.*

The Overland Motor Cars exemplify this ideal and constitute the most comprehensive line of cars ever built by any one producer.

THE OVERLAND EXCELS IN LOOKS—IN POWER—IN ECONOMY

We shall be pleased to demonstrate it to you

The Central Garage Co., Ltd.

2a Jinkee Road, Shanghai. Telephone No. 2661

Overland

Largest Single Automobile Factory in the World

'KNOW YOUR CAR,' SAYS EXPERT IN MOTOR LESSON

First Step To Divide Into Subdivisions, Then Master Parts and Functions In Each

The average automobile owner is bewildered by the great number of parts on his car and so never gets to know them intimately, says W. H. Stewart, Jr. in the New York Times. But he can never get best results unless he knows the functions of each part and can tell if it is doing its work properly.

A convenient, subdivision would be "power plant," "transmission," "running gear," and "body." When the body is removed there remain the power plant transmission and running gear. The power plant consists of the engine, transmission, and their accessory mechanism. The running gear consists of wheels, axles, springs, steering gear, and other parts that naturally go with them.

The engine is the most important part of the power plant, but it needs many other pieces of apparatus to keep it going as it should. For instance, the gasoline which it uses must be prepared so that it will readily explode. The carburetor does this, mixing the gasoline with the oxygen of the air in explosive proportions. The heat of the explosion would make the engine so hot that the pistons would seize and stop. To prevent that the cylinders are covered by a water jacket. Water is forced through this by a pump or otherwise and is cooled in the radiator, thus carrying away the heat and preventing trouble. Like any other mechanism, the engine must be oiled, but with this further requirement that the oil must be fed to it continually because it burns rapidly. To take care of this important feature a complete lubricating system is supplied, consisting of pump, tank, sight-feed on dash, and the necessary piping.

But all of these would be useless if no electric spark were forthcoming. An elaborate system is necessary to supply this, namely, a battery to provide current; switch, to control current so that operator may start or stop motor at will; coil, to induce a spark which will jump an air gap; interrupter, to time spark so that it will occur just at the beginning of the power stroke; distributer, to deliver the current to the different spark plugs at the right time and according to the firing order; spark plugs, to conduct the current into the cylinder and produce a spark in the explosive mixture. Quite a formidable list, but one which can be mastered if the parts are studied in sequence.

The running gear consists of the wheels, tires, brakes, springs, and steering gear, whose functions are well known. The mystery of mysteries, however, is the differential which drives the rear wheels at different speeds while turning corners and at the same speed while the car is going straight ahead. The change-speed gear, commonly called the "transmission," is to afford different speeds so that one can run the car slowly, as for starting, or rapidly in what is called "high gear." This gearset is also used to reverse movement of the car. An important feature is the neutral position. As is well known, the automobile engine must be started by outside power, either electrically or otherwise, and it is important that the car should not move while the engine is being cranked. Again, it is frequently necessary to run the engine while the car stands still. The neutral position of gears permits this.

The body needs no special description, as the parts are easily understood. By noting the above, much that was mysterious will be less puzzling. Learn a little more about your car every day and soon you will be master of it.

Standardisation Is Urged In Tractor Construction

The most important event in the tractor industry was the meeting of the Society of Automotive Engineers in Kansas City recently. This meeting saw the initiation of active cooperation between the Society of Automobile Engineers and the Society of Tractor Engineers, now combined with aeronautic and marine engineers into one organisation, to be known as the Society of Automotive Engineers.

There were present at this meeting, besides many members of both societies, a large number of representatives of tractor and implement manufacturers, whose interest in the activities of the new society is close. One of the reasons for this interest is the fact that the society already has arranged to take up actively standardisation work in the tractor field.

The first meeting of the committee which will have this tractor standardisation work in charge has been held. This committee is composed of Messrs. H. L. Horning, chairman; Fred Glover, C. M. Eason, E. R. Greer and George T. Strite. It was decided that the tractor industry should be circularised to determine the order of importance of the various items under consideration for standardisation.

Tractor rating already has received considerable attention of a tentative nature from engineering and commercial organisation. It was agreed that their work in this respect should be given careful consideration in establishing Society of Automotive Engineers' standards.

It is the view of the committee that the tractor industry will be greatly benefited by obtaining tabulated information in regard to more or less general specifications of tractors now being manufactured. It was agreed that a standard specification form should be prepared as soon as possible and sent to tractor manufacturers to fill out and to use so far as practicable in their catalogues. The form used in the annual Hand Book of Automobiles, prepared by the national automobile chamber of commerce, was mentioned as being similar to what is desired, except that it was thought the tractor form should contain more detailed information.

Plugs in Use Held Too Large

The opinion was expressed that the spark plugs now in general use in tractor work, although some of these conform to the present Society of Automotive Engineerrs' standard, are rather too large to be readily cooled in the full load service required of tractor engines. It is thought that a metric plug similar to that recently discussed for standardisation by the aeronautic division should be considered.

The present society of Automobile Engineers' standard magneto dimensions can be used to advantage in the tractor industry. It is thought that some standard form of magneto coupling might be adopted, some of the magneto coupling now in use causing considerable difficulty. The rather severe stresses imposed upon these coupling by the use of impulse starters is under consideration. It was agreed that some standard overall dimensions for impulse starters would be very desirable, in view of the fact that in some instances it had been necessary to recess or cut away a portion of the bracket carrying the magneto, in order to provide sufficient clearances for the impulse starters.

It is felt that too many sizes of bolts and nuts are now used in tractor design and that considerable benefits would result if the number of sizes used in any one tractor should be reduced materially.

It was the opinion of the committee that the present S. A. E. standards for fan belts and pulleys could be amplified to advantage for tractor use and that the engine and transmission division of the standard committee of the S. A. E. should be asked to consider this matter. The subject of belt widths and speeds of pulleys for power drive was considered of pressing importance, owing to the great diversity of practise at the present time.

Tractor Speed Proves Difficult Subject

The height of tractor drawbar is a matter of considerable importance to plow manufacturers and other implement makers who must design their product to meet the conditions of tractor hitch employed by the tractor manufacturers. It was thought that two standard heights of hitch should be agreed upon, one to provide for attachment of plows and a second for attachment of drills and other implements in the same class; the hitch providing for slight variations in height to meet varying conditions.

While it is agreed that tractor speed is a rather difficult subject to handle, on account of widely different opinions, it was decided that an effort should be made to secure proper agreement in this matter, which is so important to manufacturers of plows and other implements. A knowledge of the speed at which these implements are to be used is necessary in order to lay down an intelligent design.

In view of the fact that there is at present no agreement among tractor manufacturers as to the most desirable type of drawbar, yoke or clevis, it was agreed that some standard type of device should be decided upon. It was also suggested that the present S. A. E. rod and yoke end standards might well be considered with the purpose of including larger sizes for tractor use, if this should prove desirable. The miscellaneous division of the S. A. E. standards committee now has in mind a similar extension of this standard to include sizes said to be needed for use on motor trucks.

It is clear that unity of action between automobile and tractor engineers is very desirable. Beyond question there are numerous particulars in which identical standards can be used, with corresponding saving in cost of manufacture and much economy of effort. It is also obvious that parts makers and tractor manufacturers will require smaller stocks of material, once suitable standards are established.

Aside from matters of standardisation many of the problems automobile, tractor, aeronautic and marine engineers have to contend with, are identical, since the same or closely allied types of combustion engines are involved in their product. All these engineers are, for example, interested in the development of means for using heavier and less volatile fuels than are now generally employed. Each group will benefit by the efforts of the others in the development of satisfactory devices for this purpose. Unquestionably the same thing is true of numerous other problems.

Women's Influence Evident In Autos

"The influence of women in the sale of automobiles has long been recognised by manufacturers as a leading factor and consequently much study has been devoted to pleasing them," says W. L. Hughson of the Kissel Kar.

"But women change just like men and the weather, and what was sufficient to satisfy Milady a few years ago now falls short. Looks and comfort are still necessary to get her O. K. but a large percentage have become thoroughly motorwise. To be sure fine lines, deep cushions, wide doors and easy spring action are essential, but you've got to convince her of power, stability and all-around mechanical excellence just as you have got to convince man."

ENLIST DRIVERS FOR 10 TRUCK COMPANIES

Motor Truck Club Works To Raise Forty Trains Requested By War Department

(From Motor Truck Club of America)

In sharp contrast to the burdens imposed upon the operation of motor trucks by the Legislature, which has just adjourned at Albany, was the request recently made by the War Department asking the Motor Truck Club of America to take charge of the important work of enlisting forty reserve corps of motor truck drivers for the Quartermaster's Department throughout the East. It was a recognition on the part of the Federal officials that the members of the Motor Truck Club of America could be relied upon for effective aid in the Government's war preparations.

To do this work in the most efficient and patriotic manner was one reason for the recent membership campaign which resulted in practically doubling the membership of the club and through its efforts the organisation of civilian committees in many Eastern cities, including Boston, Washington, Philadelphia, Baltimore, and Atlanta, all of which are working in harmony with the main offices of the club in New York City. These forty reserve companies involve the enlistment of 1,260 men, who will have the rank of Sergeant Chauffeurs, and they will be the training staff for an additional 8,600 truck drivers who will be required for the first 500,000 men under the Conscription act. Over ten complete companies have already been formed, of which two are composed of Columbia students, and Harvard, Princeton, and Yale have each organised one company. In the examination of the applicants the members of the club are giving their time voluntarily, and the readiness of many of the new members, in all about 250, to do their share has been one of the most gratifying results of the recent campaign. In addition to this a list of motor trucks is being prepared which the owners are willing to rent to the Government when required. In this respect, Theodore D. Pratt, the new Executive Secretary of the club, emphasises the fact that there is no intention on the part of the Government to commandeer any trucks.

With its enlarged membership and the appointment of Mr. Pratt as Executive Secretary, the Motor Truck Club of America is preparing for a wider field of activity along interstate and national lines. Mr. Pratt was the former President of the club and is thoroughly conversant with the needs and possibilities of commercial motor vehicles.

Overland Reserve Corps Grows

The movement among Willys-Overland dealers throughout the country to form motor reserve corps, composed of cars and expert drivers for service in connection with the mobilisation of state military units and home protection, is rapidly assuming national importance. The plan has the approval of the factory officials and military authorities.

E. R. Carhart, president of the Carhart Motor Company, Oklahoma Willys-Overland distributors, was the originator of the plan. His object was to facilitate and expedite the mobilisation of state troops in emergency cases.

Carhart first broached the idea two years ago to the adjutant general of Oklahoma, who at that time did not believe it feasible on account of poor road conditions. However, Lindley M. Garrison, then secretary of the war department, a few days later recommended the plan to Congress in his annual report, and Mr. Carhart went forward on his own initiative and organised Willys-Overland owners into volunteer reserve corps in Oklahoma City, Nowata, Ardmore, Ada and other cities.

The plan is to organise into companies Willys-Overland owners and their cars, headed by a captain. When ten companies are formed, a meeting of captains is held and fleet officers elected and rules adopted. In many cases the cruising radius of each company is confined to county boundaries, or from one county seat to another, in order to minimise the inconvenience to owners and the wear and tear on their cars.

The Los Angeles plan is similar to that of Oklahoma except that the company is composed of Willys-Overland salesmen. They are at the call of the United States army commander in Los Angeles. The company is being drilled in a few maneuvers, but main attention is being paid to speed and orderly loading and unloading of troop units.

Auto Enriches English Language By New Words

Recently I saw a list of over eighty words which automobiles, their use and manufacture had added to the English language in less than twenty years. Since usage is the law of language, these eighty words show how far reaching the effects of the automobile have been, when its prevalency has been great enough to add to a language as profuse as the four score and more of words appertaining solely to the motor car. I cannot recall any other one thing which has done so much along the same lines.—*The Commentator, in American Motorist.*

Ordinary Water Not Good For Batteries

"Why must it be pure distilled water?" is a question often asked by motorists when the necessary for adding water to their storage batteries is brought to their attention. A. E. Ward, in charge of the New York Prest-O-Lite Battery Service Station, answers the question in this way:

"It is perfectly natural for battery users to wonder why clean water of any kind cannot be used in storage batteries as well as distilled water. The answer is that water for battery use should be chemically pure as well as free from visible impurities.

"A storage battery is made up of scientifically proportioned chemical elements, combined to produce a certain result. The entrance of any foreign chemicals or minerals will seriously interfere with the battery's operation and may permanently effect its usefulness.

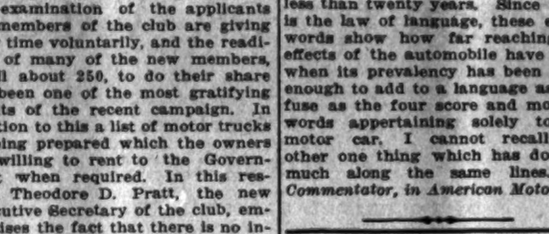
"City water and well water contain certain chemicals and minerals—among them chlorine and iron. The use in a storage battery of water containing these foreign elements disturbs the electro-chemical action of the battery, resulting in a reduction of the capacity of the plates and sometimes permanent injury to them.

"Rain water might be used, if caught in the open in jars or crocks, but not if allowed to come in contact with metal or wood, such as eaves-troughs, down-spouts, buckets, etc.

"Boiling the water will not remove chemical impurities. The complete removal of chemical and physical impurities is only accomplished by the distilling process.

"Motorists who care for their own batteries should keep a supply of distilled water for battery use in glass bottles or earthen vessels—never in metal or wooden containers.

"Many battery owners who do not care to go to this trouble themselves stop regularly—every week or ten days in warm weather—at our service station, No. 206-08 Amsterdam Avenue, where our battery experts add distilled water, when needed, while they wait. At the same time they make other tests on the battery as an extra precaution. This service is available to all motorists regardless of the make of battery or car."



50.8% Will Have No Other Car

The experience of the great body of Hupmobile owners backs up the widespread idea that motor car economy and the Hupmobile go hand in hand.

Real economy is not merely low operating cost, but low maintenance costs—and there the Hupmobile leads. It keeps out of the repair shop. It stays in commission, with the fewest delays and lay-ups.

And that means quality in the car.

So Hupmobile owners are satisfied. They expected economy when they bought. They get what they expected.

And satisfied owners are conceded to be a pretty valuable asset for any motor car manufacturer.

Our records prove that more than fifty per cent of our yearly output is sold to former Hupmobile owners who find our car best for the cost.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai
DISTRIBUTORS

FISK TIRES

EMPHATICALLY, THE BEST TYRE PROPOSITION ON THE MARKET

Fisk established quality at Fisk low prices offer car owners for the first time an absolutely sure way to cut tyre costs

FRESH STOCK: ALL SIZES

We carry a complete stock of Fisk tyres and tubes in all Standard Styles and Sizes.

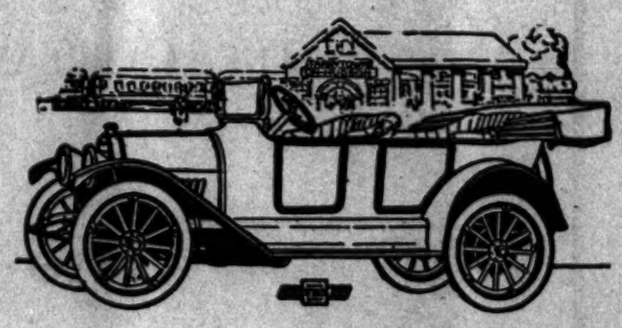
NOTE THESE NON-SKID CASING PRICES

880 x 120	red top	Tls.	46.55	37 x 5		Tls.	53.85
	non-skid	„	43.60	36 x 4½		„	47.00
	plain	„	41.00	—		„	—
820 x 120	red top	Tls.	42.40	34 x 4		Tls.	44.60
	non-skid	„	40.15	„		„	39.75
	plain	„	48.10	„		„	37.50
875 x 105	red top	Tls.	40.25	33 x 4		Tls.	42.50
	non-skid	„	37.85	„		„	37.35
	plain	„	35.00	„		„	35.60
815 x 105	red top	Tls.	39.00	32 x 3½		Tls.	41.75
	non-skid	„	36.10	„		„	40.15
	plain	„	33.20	—		„	—
760 x 90	red top	Tls.	27.80	30 x 3½		„	20.75
	non-skid	„	25.25	„		„	19.60
	plain	„	21.70	—		„	—
red top	30 x 3	Tls.	17.60	red top	28 x 3	Tls.	15.80
non-skid	„	„	16.50	non-skid	„	„	14.75
plain	„	„	14.90				

SOLE AGENTS:

THE STAR GARAGE CO.

125 Bubbling Well Road. Telephone West 197



Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor *plus* reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete -satisfaction. We could not have grown without it.

PRICES

TOURING CAR.....Tls. 1325
ROADSTER.....Tls. 1250

THE STAR GARAGE COMPANY

125 Bubbling Well Road

'Phone West 197

Factories: NEW YORK CITY; TARRYTOWN-ON-HUDSON, FLINT, MICH. ST. LOUIS, MO.; OAKLAND, CAL.; OSHAWA, CAN.; FT. WORTH, TEXAS

CHEVROLET

HIGHWAY OF SALT FOR UTAH MOTORISTS

Plan Unique Road To Be Constructed By Simply Pumping Water Into Forms

Utah will have one of the most unusual motor car highways in the world—a road paved with salt and requiring neither construction nor upkeep—if the plan of E. R. Morgan, state road engineer, proves a feasible one. The scheme affects what is known as the Wendover cut off, a 40 mile highway running west from Salt Lake to the Nevada line. It was commenced by Salt Lake business men, the state furnishing half the money, to appeal to transcontinental travelers.

Peculiar conditions exist along this road. The land is as flat as a billiard table. This flatness is due to its having been an old lake bed of the Great Salt Lake. At one point along the road, known as the Salt Beds, where Teddy Tetzlaff unofficially broke the world's mile record in 1913, the salt is several feet deep and a veritable pavement At that point no road making is required. But for some 20 miles the land is a mud flat.

In gouging out this mud flat with clam shovels to throw up a grade for a road, deep trenches were left alongside the road route. That was last summer. This year a trip of inspection shows that nature filled these holes with heavy salt water, that the water evaporated and left the earth cavities level—brimful of salt as hard as the salt beds themselves.

"All we have to do is to lay 2 by 12 boards as far apart as we wish the road to be wide. These can be made almost watertight. Then the heavy salt water can be pumped into this road bed and renewed as rapidly as it evaporates or leaks out. Nature will do the rest. Within a year we will have a highway of salt as smooth and durable as the best of paving" Engineer Morgan says. The road, the Wendover Cutoff, is the one that enthusiasts urged be adopted as officially a part of the Lincoln Highway around Salt Lake.

Plans To Build 50 P.C. More Cars This Year

National Company Refuses To Recognise Adverse Business Conditions

"Business as usual," the slogan of American manufacturers and tradesmen when Uncle Sam cast his lot against Germany in the world war, is not half strong enough for the National Motor Car and Vehicle Company of Indianapolis in the present American crisis. "Unprecedented business" has been the cry adopted by the officials of the corporation, who aim to build more cars during the 1917-18 season than ever before in the history of the National Company, no matter what the future may hold for the United States.

At a recent meeting of the officers of the company definite plans were made for increasing production to the maximum during the coming year, which starts July 1, and the purchasing agent of the company was advised to contract for raw materials and equipment sufficient to manufacture 50 per cent more cars than this season's schedule called for. This means that the plant will be run to capacity this year and next on sixes and twelves.

"The growing popularity of the National and this year's record sales prompted the officials to increase the output to the limit for the coming season despite the talk of war economy and the threatened famine in the raw material market," said W. C. Poertner, the New York distributer. "They are confident that they can sell all the the cars that they can manufacture, whether peace has been declared by Jan. 1 or our troops are in French trenches at that time.

"In order to build 50 per cent more cars next year than it did this, the company expects to run afoul of handicaps, since, like other automobile makers, it was forced to exert herculean efforts to get raw materials and parts for this season's output, which is smaller than that planned for 1917-18."

FORD AIDS U.S. SHIPBUILDING

Henry Ford has found that the land he purchased on Newark Bay is eminently suitable for shipbuilding, and has consequently leased fifty-five acres of it at a nominal rented to the Government and the Foundation Company. Work has already been started on the construction of a large plant, in which the small wooden ships that are needed so badly in the trans-Atlantic trade will be built at the rate of one every ten days. The ships will be part of the standardised fleet that has been planned, and the first one is to be launched in three months from the day her keel is laid.

U. S. TIRES' BIG INCREASE

Sales of United States solid truck tires reached new peak points during the first quarter of this year. Compared with the same months of former years, all previous records have been eclipsed, according to an announcement made yesterday by C. J. Welch, manager of the Truck Tire Department of the United States Tire Company.

During the three months ending March 31 an increase of 127 per cent over the sales of the corresponding period of 1916 are noted. January shows an advance of 66 per cent over the same month last year, February of 149 per cent and March of 175 per cent over corresponding months of 1916.

New Record By The Chalmers

C. H. King, Vice President and General Manager of the Chalmers Motor Sales Company, which was recently opened as a factory branch in the Circle Building, received a telegram last Thursday, giving particulars of the remarkable performance of the Chalmers at Jacksonville, Fla., on May 9. Piloted by Joe Dawson, the famous Speedway driver, a Chalmers stock chassis with its fan removed made the fastest mile record ever scored in the 230 cubic-inch and under class. The Chalmers' time for the mile on the sands of Atlantic-Pablo Beach was 38.10 seconds. The trial was under official American Automobile Association observation Joseph Tracy, the veteran race driver, acting as technical representative of the Contest Board. The timing was done with electrical timing device.

Dawson's mark is 2.2 seconds faster than the record made by a 450 cubic inch class National and was also within three seconds of records made by the Hudson Super-six in the 300 cubic inch class, the pistol displacement of these motors being considerably greater than that of the Chalmers. Dawson made the little Chalmers "speed baby" maintain a speed of nearly 95 miles per hour.

'Wonder-Mist'

A new preparation for cleaning the car has come to the hand of the local motorist and its agents are enthusiastic about its qualities. "Wonder-Mist" is the appellation of this newly arrived cleanser.

Spray on—wipe off—that's all, say its users. The Wonder-Mist removes mud, dust, dirt, grease and road-oil without the use of water and at less cost; leaves no wax deposit to collect dust. Wonder-Mist will keep your car always looking like new. The original factory finish is maintained without putting on an artificial coating which must eventually be removed. Wonder-Mist is a perfect food for varnish, keeping it always alive and elastic. This prevents checking and cracking of finish. No hard rubbing is necessary. One gallon will clean the car fifty times.

Wonder-Mist is a blend of 14 fine oils so mixed that the product will give highest efficiency as a cleaner and polisher. It contains nothing that will injure the finest finish.

When cleaning and polishing an automobile, spray the entire surface first with Wonder-Mist. With a piece of cheese cloth, wipe off the dust and dirt from the surface. As Wonder-Mist is non drying it is well to wipe over the clean surface lightly, with a dry piece of cheese cloth. This gives a high polish and makes certain that there is nothing left to collect dust. So simple that any one can do it. Arkell & Douglas, Inc., 38 Canton Road, are the local agents.

WAIT FOR THE EFFECT

When making motor adjustments it is usually necessary to exercise a little patience in order to get the best results, for the reason that the effects of adjustments are not always instantly apparent. In carburetor adjustments, for instance, the motor must be given a little time to feel the changes made, and the results obtained immediately following the turn of a needle valve or an air valve spring may be misleading.

THE GASOLINE FLOW

When a gasoline feed pipe is looped or otherwise bent in order to avoid the rigidity and liability to breakage of a straight pipe, air locks and consequent interruptions of flow and fuel are likely to occur after filling the tank unless sufficient gasoline is poured in to produce the pressure required to drive out the air that will be trapped if the loop or hand is made in a vertical plane. If the loop is turned so as to lie horizontal, however, there will be no such trouble. Incidentally, a complete loop is the best safeguard against crystalisation and consequent breakage of the pipe.

Driveway Shipments Prove Practicable

Overland Official Says This Method Is Superior To Freighting

The 4,103 driveway shipments of motor cars made from the factory of the Willys-Overland Company at Toledo, in the early months of this year, furnished convincing evidence of advantages of that method of automobile delivery from factory to dealer, according to Edwin B. Jackson, Vice President of the Willys-Overland Company.

In January 903 Willys-Overland cars were driven overland to the dealers; in February 1,058 were transported in this way and the driveway shipments increased to 2,142 in March.

With reasonably good roads on which to deliver the new cars, it is said that the driveway method is a most desirable substitute for freight delivery and that it will be common practice in the future, irrespective of freight conditions.

"Up to a few weeks ago the driveway method of delivering automobiles was regarded as simply the only alternative in getting the cars to the dealers when freight cars were not available," said Mr. Jackson. "Today the leading manufacturers have awakened to the fact that there is often a distinct advantage in the Overland system of delivery and many of them will continue to adhere to it long after the freight car shortage is relieved.

"The Overland delivery of a new car furnishes an ideal warming-up process for the new motor. Actual service on country roads, in the hands of experienced drivers, is the best sort of treatment for the motor fresh from the factory."

Need Of Good Roads

An American army no matter how large, perfectly trained or well equipped would be of little value in defending a country of an area as extensive as that of the United States unless adequate provision for its rapid transportation to needed points together with the vast supplies of food and munitions and other necessary equipment were assured.

Today the railroads are exerting themselves to the utmost to handle commercial traffic. It is no far-fetched supposition that the added burden of military transportation would be the straw to the camel's back. Permanent highways should be available as an alternate and supplement to our railroads.

We have had the military lesson of the good roads that saved France. Motor cars and motor trucks in sufficient numbers are at the call of the Government. They are capable of transporting an army with all of its equipment. The one limitation is that of roads. Permanent, durable all-weather roads are a national necessity in this connection. A system of such thorough connected roads is required.

We have one such road established but not perfected. It is the Lincoln Highway, connecting New York and San Francisco. Its location is such as to make it of first importance at this time. An improved Lincoln Highway would be a preparedness asset of untold value to our country.

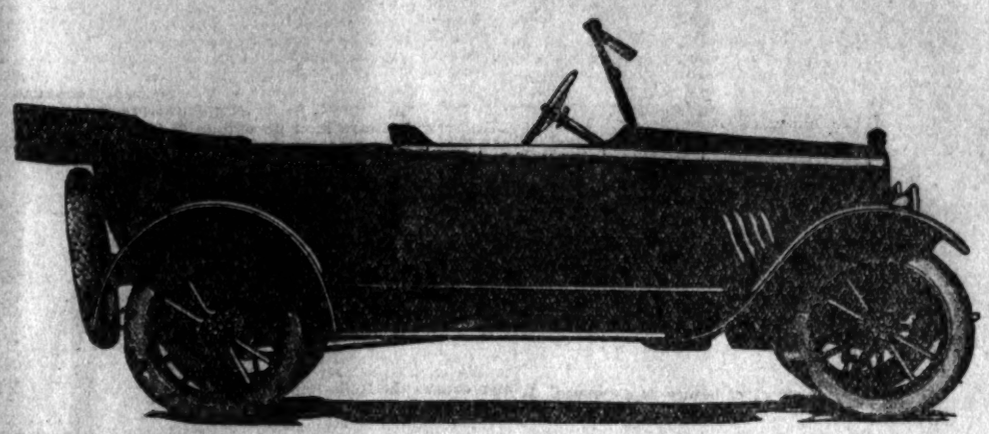
WHEN THE MOTOR KNOCKS

When a motor knocks it means that something is wrong. Whenever there is a rattle something is loose which ought to be tight. And remember that lubricants are of vital importance. It is very difficult to get too much oil in the crank case. You should keep sufficient oil, but not an over-amount. If you do happen to get too much oil in the crank case the spark plugs will have trouble with missing cylinders.

FOR TESTING OIL

There are two ways to test oil. One is gradually to heat a bottle of oil until a yellow vapor arises on the surface; maintain this heat about fifteen minutes, then let the oil stand about twenty-four hours. If the oil is a good quality it will only turn a little darker than originally, but if it is not of good quality it will turn black and a certain amount of black sediment will be seen. This is exactly what happens if such oil is used in the engine.

1917 BRISCOE 1917



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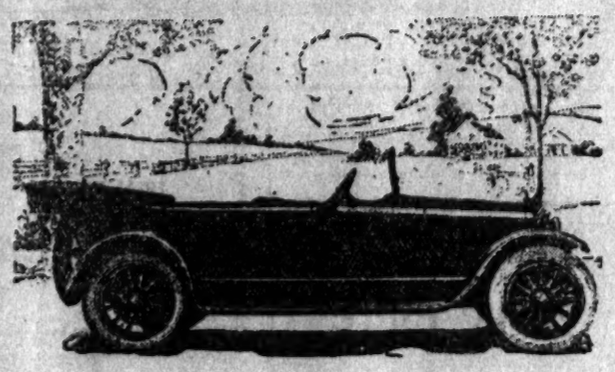

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more efficiency than that offered by any car of similar size.

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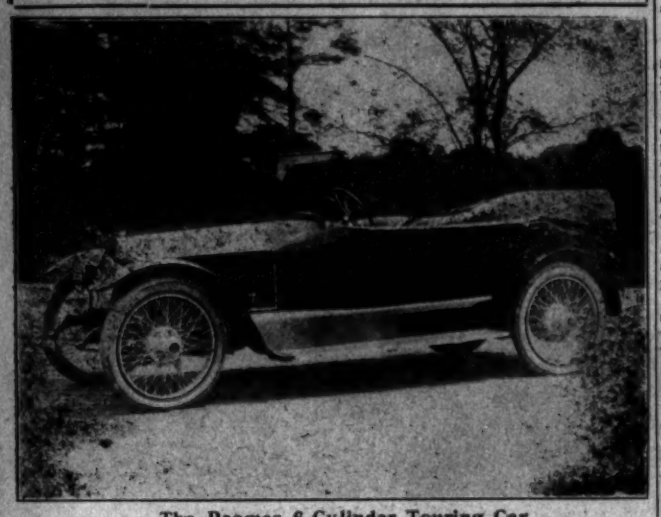
LIBERAL CONDITIONS AND MODERATE RATES

'Roamer' Shipment Has Arrived



The Roamer 6-Cylinder Touring Car

H. S. Honigsberg and Co., Inc., the pioneers of the automobile trade in Shanghai, are exhibiting the Roamer car at the Astor House now. The car can be seen today and tomorrow morning, in the hotel foyer. All interested in automobiles are invited.

The Roamer is described as the American Rolls-Royce, and will fill a long-felt want in Shanghai, for apart from its mechanical superiority, it is the very acme of beauty and luxury, permitting every owner to carry out his own ideas with regard to color schemes in paint and upholstery.

A representative of Messrs. Honigsberg's will be in attendance, and will furnish all information required. He will also supply catalogues, and show specimens of colorings and upholstery.

From the Shanghai point of view, the exhibition of an automobile in the foyer of the principal hotel is a distinct and startling innovation, but in the United States it is now quite a customary practice.

Four cars arrived by the s.s. Montcalm, all of which are already sold; the one on exhibition is not for sale. Four more cars are due to arrive on July 10 and six on the 22nd of that month. The July 10th shipment has all been sold.

Messrs. H. S. Honigsberg and Co., Inc., have been appointed sole agents for China, and their intimate knowledge of this market and of the automobile industry, coupled with the beautiful design and finish of the car that they have to offer, should rapidly make it a favorite.

Today we know the mechanism of a motor car has reached that stage of perfection where in cars sold above a certain price, trouble-free operation may rightly be assumed, and so the quest is for something more than a thing of utility. We desire an automobile whose design, painting and upholstery will reflect the personal taste of the possessor.

When the first automobile was designed and built, the idea of beauty was not "among those present." The primary object was locomotion; the uppermost question in the minds of its sponsors and those who contemplated purchase was the simple one, "Will it run?" Those were the pioneer days of motor car building, the period when the element of style played little or no havoc with the sleeping hours of our automobile designers.

Beauty of lines, in an architectural sense, was seldom discussed in the drafting rooms of automobile factories. Seemingly, motor car designers in those days were fired by a keen desire to produce something that would "work." If anyone had possessed the fore-thought to mention beauty of design to them, they probably would have replied that the monitor of 1862 was not an object of beauty but very effective.

It was much the same, we may believe, when clothes and houses were first thought of. The dominant factor in the minds of those who conceived them was protection from exposure. It was only later man discovered they could be both useful and beautiful. And in the same way, today finds us with a decidedly different conception of the automobile.

Created For The Owner

There never has been, however, until the advent of the Roamer, an American motor car selling for less than $4,000 which was created particularly for its owner and not just for a market. The production of the Roamer has lent a new charm to the possibilities of motor purchase, because for the first time it has made it possible to purchase a luxury car of distinct, outstanding beauty at a price commensurate with the incomes of most of us.

The ultimate pleasure in possessing an object of beauty is difference. It must be different, not only from the common and conventional, but from other beautiful objects as well. It is this continual search for difference that impels the eternal evolution of fashion—the never ceasing effort to attain the unusual. Having been by many centuries the pioneers in catering to this taste, dictators of dress are quick to satisfy this penchant. But the desire for a personal motor car, which was not prohibitively priced, has seemingly existed for a long time in the minds of motorists, and prospective purchases of motor cars, without winning recognition from the makers of automobiles.

Our automobile makers have been content to pride themselves upon the volume of their production rather than upon the beauty of the integral units. It is a trifle difficult, to say the least, to maintain distinction in a motor car when some 2,000 or 50,000 facsimiles are in active circulation. And so the fact remains that by indulging in our national passion for productions running into big figures, there has been an unending stream of conventional, common-place automobiles proceding from the automobile plants of this country.

Abroad the situation has been different, notably for two reasons. In the first place quantity production—in our American sense of the single manufacturer turning out 20,000 to 250,000 cars a year—is unknown; and secondly, the usual foreign practise is for the automobile maker to content himself with the production of the chassis only, leaving the construction of the body to a professional coach builder. The result of this practise has been the introduction of an ideal of design into a field which, in the United States, has been dominantly commercial.

Of recent years, and to a very limited extent, this foreign precedent has been followed in this country—notably in the larger cities—and bodies by Brewster, Golde, Holbrook, Demarest, Stone and Kimball are to be found in the garages of those patricians who do not consider $7,500 or $10,000 too great an expenditure for a motor car that is aesthetically satisfying.

Presonality In One's Car

The entrance of the Roamer into motordom marked the achievement of personality in one's motor car. Its introduction was notable because it took up the torch of aristic vehicle design which has been passed on from period to period in the world's history. The Roamer continues to perpetuate the ideals of beauty which actuated the production of Cleopatra's barge, the medieval palanquin, the sedan of milady and the coach-and-four that marked the closing of the nineteenth century—each the illustration, for its age, of man's typification of the ideal vehicle.

It may seem strange that we have come to be judged by our motor cars, but our motor car does represent to the beholder the reflection of our individuality and becomes an expression of our ideals of beauty and taste. That is why today the characterless, large production car—except as a matter of pure utility—is certain to be evanescent, while the Roamer possesses the desirable tone of aloofness, of utter difference from any other American motor car, which makes ownership peculiarly pleasant.

To drive a Roamer is to cease being an owner of one of the countless throng of undistinguished, even undistinguishable, automobiles. The Roamer is always a contrasting note in any assemblage of motor cars, the high light of beauty, and the invariable cynosure. More markedly than any other car in America the Roamer represents individuality. To those who take their pleasure in the sheer delight of the sensation of motion; to those who regard the automobile as a means of economical travel, the Roamer may not appeal. But to those who regard pride of ownership as the apothesis of gratification, the Roamer will come as a gift of the gods.

In this democratic age, beauty remains the one aristocrat. We want not only to own our car exclusively, but to own an exclusive car, and the Roamer will always retain the charm of the exclusive. Not only is the Roamer kept apart from every other car by its patrician beauty of line and perfection of detail, but each and every Roamer maintains its own individuality apart from its highbred kin by the difference in the color finish of its body, upholstery and top which is the option of every purchaser. And the appeal of the Roamer will always limit its output and keep it from reaching that point where its beautiful lines become too familiar and the recognition of its beauty is consequently dulled.

'The Real, Right Thing'

The Roamer is the type of car that cannot endure too many replicas. It will never be a motor car of that class of hastily produced, hurriedly finished cars which readily degenerate into the proletariat of motordom. In the Roamer you are assured a car that is comparable only to the smaller models of such foreign cars as the Rolls-Royce, Lancia, Fiat, Isotta Fraschini and DeDion Bouton. It is a car the connoisseur of the Champs Elysees would instantly salute as de rigueur, and that the smart pedestrian in Hyde Park would unquestionably concede to be the real right thing. It can wend its way through Fifth Avenue on terms of perfect equality with the scions of old-world lineage. You can drive a Roamer anywhere you will—it is always America's Smartest Car. Go with it where you will, you will be conscious of an unflaggingly flattering homeage of glances. The Roamer wends its way through traffic like a patrician through a drawing room. It has a delicate, clear-cut profile, the graceful poise and satisfying sweep of line that leaves the beholder wide-eyed with admiration. Step from your Roamer in the metropolitan district of any American city and a group of admirers will gather around it before the traffic officer can blow his whistle twice.

The contour of the Roamer is a blend of masculine strength with almost feminine grace. The result is a car embodying the utmost in elegance—in ease of performance. The Roamer glides through the turmoil of metropolitan traffic with the indolent ease of one born to dominate; and yet you are always thrillingly aware of the steel beneath the velvet—the athletic eagerness of power pulsing beneath the calm exterior.

The beauty of the Roamer is more than body deep. Under its hood and floor boards will be found a mechanical beauty equal to the exterior grace and finish.

Mechanical Perfection

For instance, take the Roamer-Rutenber motor. This six cylinder Rutenber motor is a development of the history-making Rutenber "four" which was the cornerstone of the American automobile industry. The first mechanically good four cylinder motor ever produced in this country or abroad was designed by Edwin A. Rutenber. The first American automobiles to give mechanical satisfaction were those using the Rutenber motor. It made the reputation of such cars as the Haynes-Apperson, the National, the Stoddard-Dayton and the Speedwell. Veteran automobile drivers know the name "Rutenber" as the watch-word of mechanical excellence. It is no uncommon thing to find Rutenber motors that have done their trick of 200,000 miles, or better, which may still be depended upon for thousands of additional miles of service. The Roamer-Rutenber "six" has the same simplicity, freedom from vibration and general excellence of design which has always made the name "Rutenber" a word to conjure with among the motor-wise.

Just as there are many companies which build many more pianos than the Steinway and watch-makers whose output dwarfs that of the Howard, so there are motor builders whose production makes that of the Rutenber Company pale into insignificance, because the Rutenber Company has been content to drop the word "Quantity" from their vocabulary and make "Quality" their only watch-word. Thus it is that while the Rutenber has replaced many motors of other manufacture, no motor of other manufacture has ever replaced a Rutenber.

The secret of the Roamer-Rutenber motor may be expressed in two words—Simplicity and Precision. A great number of the mechanics in the Rutenber shops have been there for ten, twelve and fifteen years, and the whole organisation is permeated with the idea of precision. The accurate machining of every part, the hair-breadth fineness of fitting, the almost loving care bestowed upon each Rutenber motor is what makes it the quiet, sweet-running, purring master-piece of motor building.

No experienced motorist could possibly drive a Roamer without appreciating immediately its mechanical pre-eminence. He would know at once that here is a motor you can throttle down to a mile and a half an hour in "high." He would recognise immediately the lack of vibration. If a Roamer were standing idling at the curb, you could lay your hand on the hood and not know that the motor was running.

A slight experience in driving the Roamer would assure you that this high speed motor can accelerate to forty miles an hour in intermediate speed in practically an infinitesimal period of time and turn 55 miles an hour, sweetly and silently. On tour, the Roamer-Rutenber motor gives a generous 18 to 20 miles on a gallon of gas. In ordinary metropolitan running, 15 to 17 miles may be expected; and the consumption of oil is almost incredibly economical.

Only a canvass of owners of Rutenber motors could convey the whole-souled enthusiasm and the absolute affection that the Rutenber engenders. The Roamer-Rutenber is so willing a servant, so unflagging in its performance, so quick in its response, so positive in its power, that purchasers of the Roamer will have an increasing appreciation of its virtues through the coming years.

Beautiful In and Out

The same standard of quality which governs the selection of its motor holds true of all the other Roamer parts. A single glance at the complete specifications will immediately reveal the fact that when it came to the choice of materials for the Roamer the question "What can it be bought for?" was never raised. It was simply a matter of determining whether this part or that part was good enough to enter into the construction of the Roamer.

You may rightly assume that the Roamer is a splendid car mechanically. It would be absolute folly to design a beautiful body which would only be a shell, and the Roamer is quite as distinguished mechanically as it is from the standpoint of design.

Food Conservation Means Motors For Horse Drawn Cars

"If motor trucks and tractors were entrusted with the work now being done by horses, one great stroke in the desired conservation of food would be accomplished," said G. A. Kissel, president of the Kissel Motor Car Company.

"Eighteen quarts of oats is the average daily consumption of a work horse during the open season. At least seventeen million of the twenty-five million horses in this country come under that classification. During the winter six quarts a day is sufficent for each. This means one hundred and thirty-six bushels of oats per horse per year or a total of two billion, two hundred ninety-two million bushels. This, without taking into account the eight million horse population not included in the work horse class.

"There is no more nourishing food for human beings than oatmeal, so, if this country should unfortunately come to the necessity of regulated rations, what a boon it would be if a few million horses should be replaced by motor trucks.

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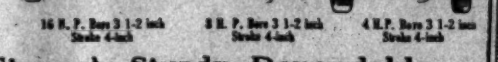

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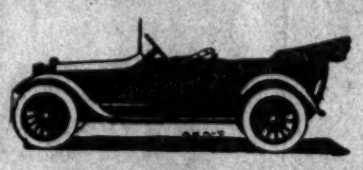

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